

Forsyth County

Comprehensive Plan



Community Agenda



Community Agenda

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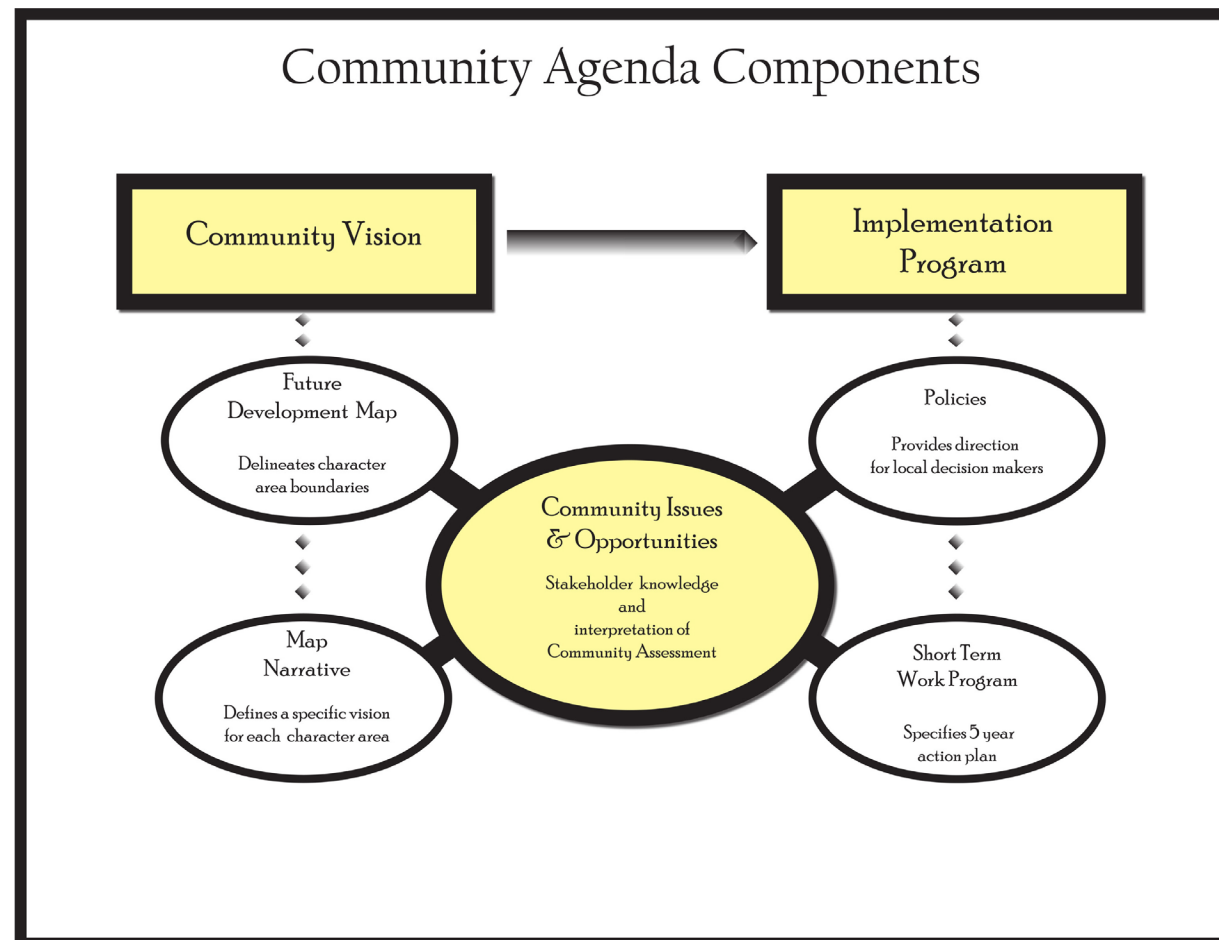
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Community Agenda

The Community Agenda encompasses the community's vision, based on identified issues and opportunities that guide the future development map and narrative, supported by implementation measures in order to achieve the vision reached through public input. These measures include the policies section of the plan along with the short term work program, which is a five-year action plan created to incrementally attain long-term goals.

The Community Agenda schedule began in the fall of 2010 and ran throughout 2011 by way of stakeholder interviews and seven community workshops during which public feedback was gathered. This input was presented to the Steering Committee after each component of the agenda was addressed through one or more workshops; recommendations were then integrated into the plan based on the committee's guidance. The final step of the public participation process involved public hearings prior to the plan's transmittal to the state for review and approval.

FIGURE 1: COMMUNITY AGENDA COMPONENTS



Community Issues and Opportunities

The following represents issues and opportunities for Forsyth County as identified by community members and stakeholders as well as concerns noted within departmental master plans. The *issues* represent items that may pose difficulty in the near or long-term future while the *opportunities* signify resources that can be brought to bear as to how these issues may be addressed.

Population

Issues

- Significant population growth has put a strain on the county's infrastructure. Water, sewer, roads and public services including police, fire, schools and parks, have all been affected because of the county's rapid growth.
- Infrastructure improvements need to be planned in a manner that meets demand, but the impacts of growth must be considered prior to expansions so they do not exceed the county's capacity to accommodate growth, fiscally or otherwise.
- Forsyth's population growth has exceeded that of the state and nation for nearly two decades. From 1990 to 2000 the county's population increased by approximately 123%. From 2000 to 2009 the population is estimated to have increased again by approximately 77%.
- The rise in population has increased the demand for housing leading to large residential developments.
- Continued rapid increase in population could necessitate adjustments of county regulations, which may lead to future moratoria on development while code and policy modifications are being completed.
- The USDA Economic Research Service indicated that the number of residents 60 years and older grew by at least 15% in the county between 1990 and 2000 due to immigration.
- Increase in the senior population will require attention to senior housing needs and services as well as a review of the impact on the county's tax digest.

Opportunities

- An increase in population also means an increase in revenue for the county via taxes.
- The increase in population enhances the possibility of a more diverse community.
- Growth can encourage the county to develop a strong sense of community identity, distinct from the greater Atlanta metropolitan area.
- Based on the 2000 U.S. Bureau of the Census data, the prominent age group in the county is between 35 to 39 years, with a median age of 34.6 years. This could be beneficial to both new and existing industries that are looking to establish or increase their employee base.

- County residents are categorized as having higher disposable incomes than those in the surrounding jurisdictions. Based on the U.S. Census Bureau of Economic Analysis, the per capita income in 2006 for Forsyth County, Georgia and the U.S. was \$31,560, \$23,567 and \$25,267, respectively.
- Greater population growth creates an opportunity to increase non-residential development so that a better balance between jobs and housing may be achieved thereby increasing economic development and prosperity.
- As the county expands, it is important to continue quality development that includes community amenities such as parks and greenspace in order to maintain a sense of place and to maintain necessary services so that a high quality of life is sustained.
- Thoughtfully planned growth can achieve multiple goals including increased revenue while sustaining community facilities and services desired by the community that will attract residents, businesses and visitors.

Housing

Issues

- The county currently needs additional affordable housing opportunities for its low income residents.
- A growing population and workforce expansion will create increased needs for diverse housing options.
- The presence of substandard housing needs to be addressed through policy and code regulations.
- The county is currently facing an excess inventory in the housing market. In addition, there are developments that have some level of infrastructure, but few or no houses due to the economic downturn; these sites should be built upon to provide for incoming residents.
- The county currently needs more mixed use communities in selected areas of the county. Suitable locations must be carefully considered based on infrastructure, particularly road capacity and sewer, as well as the character of the surrounding land uses.

Opportunities

- Forsyth County can address the need for affordable housing through future code revisions that may incorporate an incentive-based provision for the development of workforce housing.
- Based on the county's 2010 Geographic Information Services data, approximately 16% of its jurisdiction is classified as undeveloped land, which would help to meet the needs of future growth and development. The current excess housing inventory will be immediately available as the market improves throughout the metropolitan region.
- The county's Unified Development Code provides guidance and regulations for the future development of both mixed use and neo-traditional communities via its residential, planned unit and master plan districts. Code revisions can continue to be made as needed to incentivize mixed use developments.
- There is an opportunity to promote developments that integrate life-cycle housing as well as a live-work-play design concept. As the population grows and diversifies, it will be necessary to have a range of housing options in terms of size, price and design.
- Infrastructure funding is an important consideration as housing options proliferate and diversify. The impact fee program is a vital component as new development occurs.
- The expansion of employment centers will foster housing options including high density residential, both attached and detached units. The county could look into a density bonus program for multi-family projects in order to meet anticipated demand.

Natural and Cultural Resources

Issues

- As one of the 10 fastest growing counties in the nation since 2000 based on population estimates from the U.S. Bureau of the Census, pressure on natural resources continues to grow.
- Extreme drought conditions across the state have and may continue to severely impact Lake Sidney Lanier as both a water supply reservoir and a recreation destination for county as well as Atlanta metropolitan area residents and visitors.
- Existing and future development within the county will have long-term impacts on rivers and streams including the Chattahoochee and Etowah Rivers.
- The need to maintain adequate water supply and protect water quality is a central concern as the county expands.
- The continual rezoning and development of former agricultural property is reducing the amount of farmland and pastures.
- Existing tree canopy continues to be reduced from land clearing for new development.
- The need for greenspace, which protects the natural topography and scenic qualities that often attract newcomers, will grow as development increases.
- Impervious surfaces are increasing from the expansion of residential and commercial development.
- Demolition of historic resources occurs as property is rezoned and then cleared for development.
- Agricultural outbuildings and historic landscapes are in jeopardy with substantial increases in population that necessitate more land development.

Opportunities

- Forsyth County can continue opportunities to educate the public on water conservation.
- Forsyth County can implement additional water conservation measures such as potential code changes that address drought tolerant landscapes that will aid in addressing the regional issue of drought conditions and the need to safeguard water supply.
- Forsyth County will continue to evaluate the tiered water rate system in order to sustain conservation efforts.
- Forsyth County may pursue the construction of future water reservoirs as a long-term solution to water supply concerns.

- Forsyth County may pursue the re-use of existing rock quarries, when or if they become available, as a component of future water supply management.
- Forsyth County has completed an initial survey for groundwater wells and will move forward with test drilling in the future. The use of groundwater wells would supplement water supplies during peak use times when surface supplies are down.
- Forsyth County will pursue a multi-faceted approach towards water supply, thereby assuring a long-term strategy to meet future demand.
- Forsyth County will maintain cooperation with agencies involved with water supply and conservation including the U.S. Corps of Engineers, the Metropolitan North Georgia Water District, City of Cumming, the state Environmental Protection Division and other Atlanta metropolitan jurisdictions.
- Forsyth County can investigate ways to facilitate public-private partnerships to help meet water supply needs.
- Forsyth County has code requirements in place to protect state waters, floodplains and wetlands. In addition, both the Chattahoochee and Etowah Rivers have protection overlay districts to comply with state law. The county will continue to refine code requirements to ensure adequate protection of water resources.
- Forsyth County will support sustainable initiatives for water conservation and water quality protection.
- Forsyth County can investigate transfer of development rights (TDR) programs for areas where environmentally sensitive lands warrant conservation as well as places designated by the community for greenspace.
- Forsyth County has created a greenspace acquisition plan to address areas that would be suitable for purchase through a voter approved greenspace bond as well as donations. One of the criteria for selection is the preservation of scenic resources. The county still has a substantial amount of agriculturally zoned property from which conserved open space can be created.
- Initiatives to preserve open space and scenic viewsheds include the future implementation of the master plan for the Sawnee Mountain Preserve, which consists of 963 acres. Other plans within the county include upcoming phases of the Big Creek Greenway, Sawnee Mountain Greenway and the implementation of greenways along the Etowah and Chattahoochee Rivers.
- Forsyth County will be able to move forward to expand the greenspace plan in order to incorporate data from the greenspace acquisition study to identify areas suitable for open space preservation.

- Forsyth County's tree ordinance and other code measures require the replacement of trees when new development clears existing vegetation in order to generate an adequate canopy over the long-term. Future donations to the county tree fund and pursuing grant opportunities can assist with tree plantings throughout the county to increase tree canopy to supplement code requirements.
- Impervious surface is limited by maximum building coverage code regulations as well as requirements for large scale retail to provide pervious parking if exceeding the minimum parking space requisite. There is further opportunity to address impervious surfaces through potential code revisions.

Community Facilities and Services

Issues

- Private sewer systems could fail, resulting in environmental contamination or Forsyth County taking over the systems sooner than expected.
- Currently, there are a large number of individual on-site sewage disposal systems in the Lake Lanier drainage basin. Septic tanks are considered a consumptive use by the proposed Apalachicola-Chattahoochee-Flint Basin (ACF) Compact, which means that the water used is not credited as a return to the watershed from which it was withdrawn. Also, many of the existing septic tanks in this basin are located in close proximity to the primary drinking source, Lake Sidney Lanier, and contamination is a potential problem.
- In those areas currently not serviced by public sewer, there is the possibility of water supply contamination due to septic tank failure. As development increases in areas that do not have access to public sewer, eventual contamination of the water supply may occur from failed septic systems.
- Year to year fluctuations in population and demand have made it difficult to anticipate future infrastructure demands.
- Drought conditions continue to be a possibility throughout Forsyth County and the entire Southeast region.
- Over the short-term, one to two years, rainfall has a larger impact on water demands in Forsyth County than either population growth or conservation.
- Projections from the Water Master Plan show that between 2005 and 2025, the population connected to the Forsyth County service area could increase by up three times from approximately 99,000 to 340,000. Infrastructure planning will need to accurately anticipate this increase in order to properly serve an enlarged population. Updates to the water distribution plan must be executed as conditions change in order to meet future demand.
- Forsyth County's current water contract with the City of Cumming ends in 2012. This contract will have to be renegotiated in the future. The Water Distribution System Master Plan does consider future scenarios with and without water being supplied by the City of Cumming.
- Receiving water from neighboring counties could be costly for Forsyth County.
- There is an immediate necessity to plan for water supply from multiple sources in order to assure adequate amounts for future use.
- In addition to water supply, wastewater treatment is a vital concern so that this water is returned to the system as quickly as possible.
- Senior services should be increased with additional locations in order to accommodate a

projected, growing elderly population.

- Support for social services needs to be enhanced to provide for current and anticipated community needs.
- A new detention center and courthouse will be necessary in order to adequately provide services.

Opportunities

- Forsyth County can assume ownership of private sewer systems and increase capacity either by contracting with the current systems' owners or by using revenue and tap fees to purchase the present assets at the plants and assume ownership.
- Adherence to septic system permit installation requirements should reduce issues associated with septic system failure and water contamination.
- As sewer capacity expands, less reliance on septic systems will be necessary.
- Forsyth County can continue the current practice of using treated wastewater effluent for irrigation and expand the service area in the future.
- Investigation and implementation of increased water reuse options will augment existing water conservation measures.
- Forsyth County can continue studying the advantages and disadvantages of returning treated effluent to the Chattahoochee River and Lake Sidney Lanier.
- Drought conditions could create community support for Forsyth County to research more efficient ways of storing and conserving water.
- Receiving water from neighboring counties could be very beneficial for Forsyth County in times of emergency.
- Forsyth County can simultaneously work towards assuring adequate water supply for its citizens while partnering with other jurisdictions, when necessary, to maximize supply opportunities.
- Forsyth County will expand and upgrade its water and sewer infrastructure in accordance with master plans or as directed and approved by the county's Water and Sewer Authority.
- Forsyth County can promote adding recreational value to Lake Sidney Lanier in an effort to attract and retain residents and visitors to the area.
- Forsyth County can continue to develop a linear park system through greenway trails and open space that will provide additional recreational facilities, thereby encouraging walking and biking to promote health and sustain a high quality of life.

- Forsyth County Schools offer facilities rental for the general public and local government thereby increasing options for community meetings and events.
- Forsyth County will continue to fund and apply for monies related to senior services and social services to optimize service assistance.

Economic Development

Issues

- The lack of public transportation in the county is a concern for some businesses relocating into the area.
- Transportation congestion and the lack of passenger rail may hinder business recruitment.
- With the county's rapid growth and current water issues, it may be difficult for new businesses to sustain long-term returns on their investments.
- Water supply is an essential component to growth and must be secured for economic development to expand.
- Gaps in sewer development will delay non-residential growth along some development corridors and nodes.

Opportunities

- Forsyth County is located off of SR 400, approximately 30 miles from the City of Atlanta. It is strategically placed along Georgia's science and technology corridor, which is a benefit in attracting new corporations.
- The county has relatively low taxes compared to other jurisdictions. Based on data provided by the Georgia Department of Revenue, during the past five years, the county collected an average of \$130 per capita in property taxes, which is less than the average of \$163 per capita collected by similarly-sized counties within the state.
- The county has several business parks that are available for new corporations to quickly move into the area.
- Because the county has much to offer new businesses in terms of current growth, investment trends and a high quality of life, it has the advantage of being selective when recruiting firms.
- Amenities such as proximity to the mountains and the City of Atlanta, the availability of higher education and recreational possibilities, make the county very appealing to both first and second career workers.
- The ability to provide a welcoming environment for a variety of ages will potentially offer the business community both a wider customer as well as employee base.
- Forsyth County can seek to develop an economic development vision and implementation plan across the long-range planning period including ways to market the quality lifestyle the area offers.
- Transportation improvements and new facilities, such as an airport, will assist business recruitment.

- The continued educational excellence of county public schools is an essential component of economic development and prosperity.
- The recruitment of preferred industries, for instance technology and medical services, will assist the county in developing a robust business community.
- Technological expansions, including extension of fiber optic networks, will be a significant factor for economic development.
- The county can plan infrastructure expansions to specifically attract industry growth along identified development corridors and projected employment centers.
- Tourism development is an important facet of economic development since it generates revenue, but requires limited expenditures related to county services and facilities. In particular, Lake Sidney Lanier can be a focus area for enhanced recreational and lodging facilities to promote Forsyth County as a resort destination. Furthermore, additional tourist destinations may be identified to spur more tourist-based, economic initiatives.
- The addition of a satellite campus for North Georgia College and State University within the county will assist with workforce training and professional development.
- The county may seek funding related to high tech business incubators to expand this industry type and increase both technology-related business and employment opportunities.

Land Use

Issues

- There is a need for more mixed use developments that optimize pedestrian connectivity and vertical integration of commercial and residential uses. The location of these developments would require specific analysis to ensure adequate infrastructure and compatibility with surrounding land uses since such uses would be appropriate in some, not all, areas of the county.
- Forsyth County does not currently provide an extensive sidewalk network.
- More safe routes to schools are needed to promote alternative modes of transportation for school age children and teenagers.
- Forsyth County does not offer design guidebooks that illustrate desired development forms for new developments.
- Non-residential uses need to expand so the tax digest can become more balanced. These uses must follow nodal forms of development or be restricted to identified development corridors to prevent a haphazard appearance across the county.
- Conservation subdivisions do not presently represent a substantial portion of residential housing projects in subareas where rural character is an objective.
- New residential development ought to accommodate all age groups with connectivity to non-residential uses and a focus on pedestrian orientation rather than being isolated subdivisions that offer a limited range of housing options.
- Open space, although required by the code, does not necessarily result in usable and contiguous areas.
- Natural and cultural resources need to be protected as the county continues to experience rapid population growth. As part of this protection, green infrastructure should continue to be identified and linked with regional planning initiatives.

Opportunities

- Forsyth County presently allows for mixed use developments, which could be further incentivized to encourage more projects of this type.
- Commercial and residential uses, when separate and not part of a mixed use development, should be integrated through multi-modal transportation connections.
- Forsyth County will continue to update the Bicycle Transportation and Pedestrian Walkways Plan as necessary in order to ensure that an extensive sidewalk and trail network is created throughout the county.
- Funding opportunities exist for safe routes to school that can be pursued to realize a pedes-

trian and bike option for students.

- Adherence to design consistency, as specified by county regulations, is essential to achieve a quality built environment. Regulations need to address appropriate design standards to attain visual coherency. Also, certain areas may warrant a design thematic to retain or create character.
- Forsyth County will continue to expand and improve the design overlay program, which may include design guidebooks to illustrate preferred development alternatives.
- In addition to identified nodal and corridor development for non-residential uses, particular establishments such as car dealerships may warrant consideration of a special use district to consolidate their locations. A special use district would contain provisions for the needs of such establishments since they would be directed to specific corridors.
- Forsyth County code permits conservation subdivisions and can update regulations to attract developers to this residential development type in order to preserve increased amounts of open space.
- Subdivisions should be linked with adjacent residential developments through multi-use trails to create a sense of place at a neighborhood community scale.
- Forsyth County may update open space requirements to maximize open space areas so that they provide contiguous areas that are accessible to all residents or users of a given development.

Transportation System

Issues

- Traffic congestion is prevalent along some arterial roads in Forsyth County during peak hours.
- Developments along the county line have resulted in congestion problems on major county roads.
- Recent trends indicate that, geographically, residential growth continues to outpace employment growth, thereby increasing the job-housing balance.
- The limited number of east/west connectors in Forsyth County causes congestion on these facilities. East/west travel is generated in large measure by trips from adjacent counties connecting with SR 400 and through trips along SR 369, SR 20, the southern portion of SR 9 and SR 306.
- SR 400 will require widening and the addition of new interchanges, particularly at McGinnis Ferry Road, to serve emerging transportation needs.
- Forsyth County has nine state designated truck routes and an additional nine county roads that serve as truck routes. Truck traffic contributes to congestion along the 2-lane sections of roadway throughout Forsyth County.
- The increase in traffic volume on all roads indicates the need to have a balanced program that addresses the needs of both county roads, which are the responsibility of the county and state roads that are the responsibility of GDOT.
- Funding shortfalls will continue to effect state and local transportation improvement projects.
- Public transportation needs will increase as the county population grows. Public transportation can alleviate traffic congestion during commuting hours and provide an alternative to automobile transport for sectors of the population including the elderly, both of which will be important in meeting future community transportation concerns.

Opportunities

- Forsyth County has representation on the Transportation Coordinating Committee (TCC) of the Atlanta Regional Commission (ARC). The TCC, along with the ARC Transportation Division planning staff, is responsible for providing technical advice to the Transportation and Air Quality Committee (TAQC) regarding metropolitan or multi-jurisdictional transportation matters potentially affecting the Atlanta Region.
- The Livable Centers Initiative (LCI) area located in southern Forsyth County provides opportunities for mixed use development that could decrease traffic in and around Forsyth County.

- Several federal and state funding sources are available that Forsyth County could potentially use for transportation improvements. Funding sources include: National Highway System (NHS) for major roadways; Recreational Trails Program (RTP) for the creation, rehabilitation and maintenance of multi-use trails; Surface Transportation Programs (STP) for improvements for roads classified as urban collectors or higher; programs that improve quality of life such as Livable Centers Initiative (LCI) projects; Safe Routes to Schools for pedestrian and bicycle projects within two miles of a school; and Federal Transit Administration (FTA) programs such as Section 5310, Elderly and Persons with Disability.
- Forsyth County can monitor future legislation in order to pursue emerging funding opportunities for transportation projects.
- The Forsyth County Department of Planning and Community Development shall continue periodic reviews of the Forsyth County Unified Development Code to improve and expand upon bicycle and pedestrian facility requirements within developments.
- Forsyth County planners, engineers and geographic information systems (GIS) personnel have the opportunity to continue working together as a technical resource for the implementation and future updates of the Forsyth County Bicycle Transportation and Pedestrian Walkways 2025 Plan.
- As more roadways in Forsyth County are added, widened or reconstructed, the opportunity arises for the implementation of projects outlined in the Forsyth County Bicycle Transportation and Pedestrian Walkways 2025 Plan.
- The Forsyth County Board of Education can continue implementing programs that may make the school system eligible for Safe Routes to Schools funding from the Georgia Department of Transportation (GDOT).
- The infrastructure is either currently in place or shall be in place by 2030 so that the majority of Forsyth County school students will have the option to walk or bike to school.
- Forsyth County should encourage the development of additional park and ride lots as well as additional public transit programs to supplement the Dial-A-Ride bus service.
- Forsyth County, Gwinnett County, the City of Johns Creek and the Chattahoochee River National Recreation Area should take steps to ensure the creation of an integrated system of trails along the Chattahoochee River.
- Forsyth County has the opportunity to strengthen inter-jurisdictional and inter-agency cooperation for maximum efficiency concerning transportation project funding and coordination.

Intergovernmental Coordination

Issues

- Forsyth County and the City of Cumming do not prepare a joint comprehensive plan. This could lead to discrepancies in future plans for both jurisdictions, especially in those areas of unincorporated Forsyth County most likely to be annexed into the City of Cumming.
- The City of Cumming challenged Forsyth County in two separate lawsuits in regards to the legality of the SPLOST VI (special purpose local option sales tax) resolution before and after the February 2008 election where the measure was approved by Forsyth County citizens. An intergovernmental agreement between the City of Cumming and Forsyth County was reached in May 2008 to resolve the dispute. Future challenges concerning SPLOST funds between the city and the county could lead to additional legal interventions and potential funding shortfalls for the county.

Opportunities

- The Cumming-Forsyth County Chamber of Commerce can continue to improve their efforts to promote economic development as well as brownfield and greyfield projects.
- Forsyth County may explore cost savings and other benefits typically associated with a consolidated government.
- Forsyth County and the City of Cumming could explore a joint economic development vision.
- Forsyth County and the City of Cumming can enhance the marketing of the area in terms of agri-business and cultural events through the Georgia 400 Hospitality Highway tourist campaign.
- Forsyth County has the opportunity to expand the existing relationships with higher education institutions to make additional programs available to the residents of Forsyth County through satellite campuses and study programs.
- Forsyth County can continue agreements with Forsyth County Schools to share recreational facilities for the benefit of the community.
- Forsyth County can coordinate with adjacent communities to create an interconnected bicycle and pedestrian facilities network including the Etowah River Greenway, the Big Creek Greenway and a proposed greenway along the Chattahoochee River.
- Forsyth County can continue working with adjacent jurisdictions to ensure the protection of the region's natural resources such as Lake Sidney Lanier, the Chattahoochee River and the Etowah River.
- The Forsyth County Water and Sewer Department can extend the current intergovernmental agreements that supply Forsyth County with water and wastewater treatment.

- Forsyth County can maintain its role in regional and state organizations such as the Georgia Mountain Regional Commission (GMRC), the Atlanta Regional Commission (ARC), the Georgia Department of Transportation (GDOT), the Georgia Regional Transportation Authority (GRTA) and the Metropolitan North Georgia Water District (MNGWD).
 - Forsyth County can communicate and learn from other jurisdictions as it addresses issues through the long-range planning period.
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Future Development Map

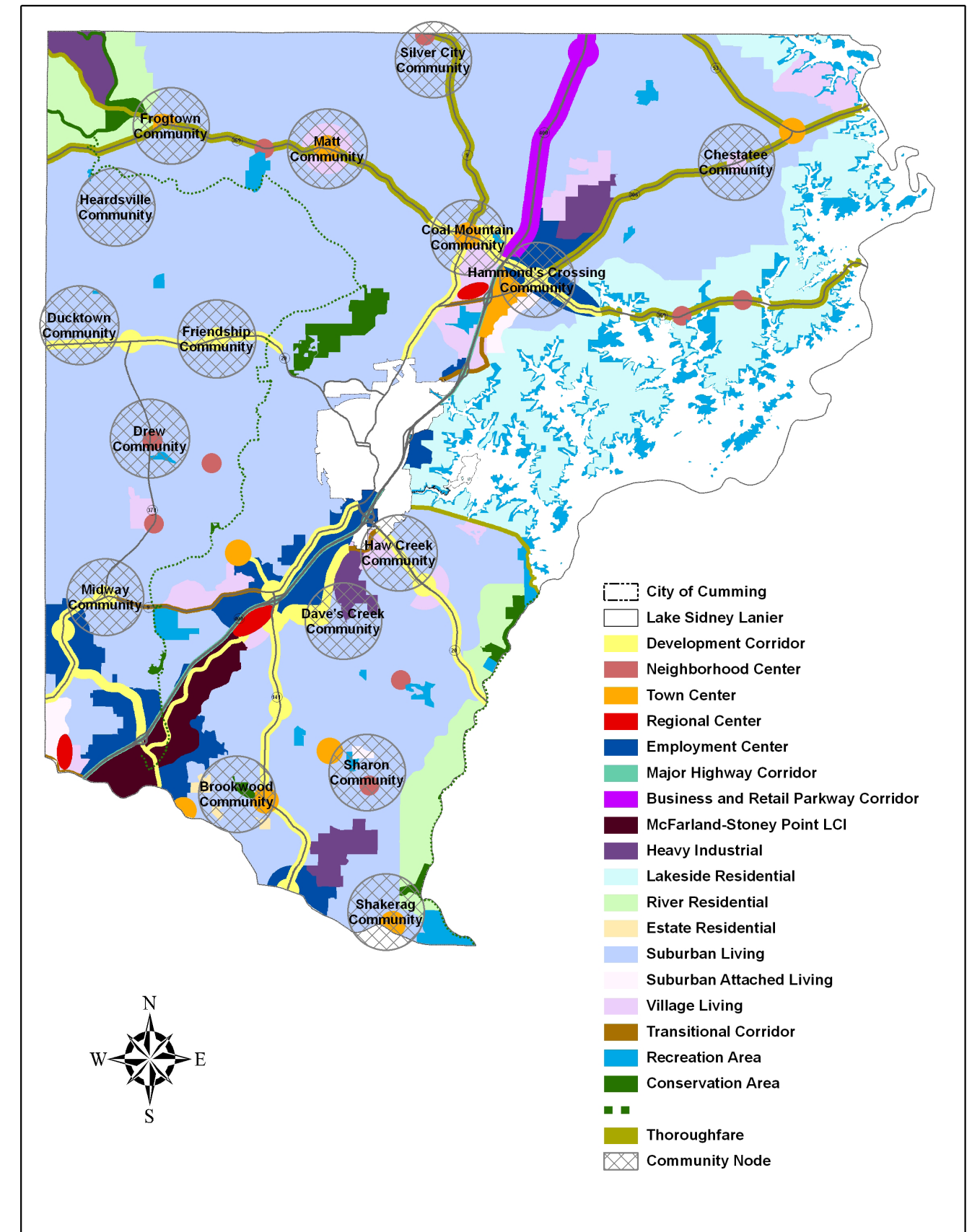
The future development map forms the core of the community vision and is intended to focus on the character, appearance and function of areas rather than simply separating land uses based on traditional zoning practice. This is accomplished through the delineation of character area boundaries on the future development map as defined in the succeeding narrative.

Character areas are geographic locales that are distinct based on their existing or planned form, pattern and intensity of land development. Character area designation is required by the Georgia Department of Community Affairs (DCA). These areas may contain special features to preserve or enhance; have the potential to develop into a distinctive district through planning and appropriate implementation measures; or require special consideration due to specific development concerns.

The future development map, along with the character area narrative, provides a description of development patterns that the community seeks to encourage in order to address the issues and opportunities as related to land use that are identified in the preceding section of the Community Agenda. The future development map is essential to the outline of preferred growth over the long-range planning period and is a result of a collaborative process between community stakeholders and appointed and elected officials.

This section of the plan includes the map that indicates the location of each character area, definitions and descriptions of the character areas and a chart that correlates these areas with the Quality Community Objectives (QCO) established by the Georgia Department of Community Affairs (DCA).

FIGURE 2: FUTURE DEVELOPMENT MAP



Character Area Descriptions

Every character area is unique in terms of development type and intensity, which affects the way a place functions and appears. The following narrative describes each character area in terms of its purpose and intention with specific information pertaining to permitted land uses and the level of existing or planned infrastructure. Development strategies, guidelines and implementation measures are also provided to indicate the manner through which each vision will be achieved over time.

Development Corridor

The Development Corridor Character Area is located along select major and minor arterial roadways that have developed or emerging commercial, office as well as industrial uses. These corridors ultimately function as a significant economic resource along high-volume transportation facilities such as state highways. Development Corridors are intended to primarily function as locations for non-residential development that may range from low to high intensity uses.

The purpose of Development Corridors is to provide a setting for a variety of business establishments that serve to provide goods and services while bolstering a diverse tax base and supplying employment opportunities. The intention is to allow a full array of potential uses along predominantly major arterials that have the necessary infrastructure to accommodate significant expansion. In addition, identified development nodes at key intersections are locations where mixed use developments that incorporate residential units may be appropriate. It is essential with such a mix of uses and the potential high intensity nature of certain establishments, that aesthetics be addressed through policy and code requirements in order to create and sustain a quality built environment.

Development Corridor			
Primary Land Uses	Compatible Secondary Land Uses	Community Facilities and Infrastructure	Suggested Zoning Districts
<ul style="list-style-type: none"> Commercial Office Industrial; heavy industrial is limited to locations where adverse impacts can be adequately mitigated 	<ul style="list-style-type: none"> Mixed use developments that incorporate residential units at key intersections (nodes) Continuing care retirement communities (CCRC) Public and semi-public uses Institutional uses 	<ul style="list-style-type: none"> Major and select minor arterials Public water is available Sewer is available or planned 	<ul style="list-style-type: none"> CBD HB HC BP O & I OCMS M1 M2 MPD

Development Strategies

- Provide inter-parcel connections to adjacent land uses and potential developments to protect future roadway capacity so that congestion does not overwhelm the arterial road network.
- Transitions in development intensity should be designed as development moves from high-intensity retail shopping centers, office and industrial parks to residential areas. Where a

- gradual transition is unlikely to be achieved, buffering between development types through code requirements will be essential.
- Plan and design transportation improvements that correlate traffic capacity with anticipated development intensity.
- Encourage retrofitting existing commercial and retail strip development in areas that are likely to undergo renovation or potential demolition in the long-range planning period.
- Promote alternative modes of transportation through a pedestrian and multi-use trail network to enhance traveler safety and convenience between land uses.
- Focus on adequate traffic flow through transportation planning measures to protect corridor viability.
- Support economic development activities, particularly office development, in an effort to increase and diversify the county's tax base.
- Create and uphold quality build and site design standards to bolster community identity and pride.
- Facilitate shared parking arrangements, where feasible, to reduce impervious surfaces.
- Encourage the use of on-site stormwater mitigation for parking areas such as pervious pavements, bio-swales and bio-retention areas.
- Support lodging services and meeting facilities to provide further opportunities for visitors to enjoy local amenities.

Development Guidelines

- Outdoor storage and display of goods or equipment are to be shielded from public view to maintain aesthetic appeal.
- Loading areas are to be located to the rear and sides of buildings and be screened from view.
- All sides of a parking garage must be architecturally consistent with the buildings it serves.
- Screening of structures or equipment incidental to the primary use of a building or site shall be properly screened to preserve visual attractiveness.
- Exterior lighting and signage is to be regulated to minimize adverse impacts on adjacent properties and roadways.
- Fencing, if present, shall be screened from view or constructed from a material other than chain link or fencing with sharp projections.
- Establishments that contain a drive through operation of any type must ensure adequate queuing space that shall be adequately screened from adjacent properties.
- Parking must be partially screened from view through the use of landscape techniques.
- Buildings set in a campus setting should have an internal pedestrian network between buildings as an integrated component of a business, industrial or academic park master plan.

Implementation Measures

- Complete a study for a use-specific overlay district where car sales establishments can be clustered to minimize traffic congestion and provide specific areas where landscaping and site design requirements may be tailored to accommodate these large scale retail businesses.
- Create specialized development standards and requirements for pedestrian-oriented design in order to promote an alternative transportation network linking non-residential and residential uses both within and surrounding a Development Corridor.
- Adopt new performance standards for commercial and office architectural requirements to promote a quality built community.

- Examine land use permissions for all commercial and industrial uses in an effort to suggest recommended code changes for improved functionality across non-residential zoning categories.
- Explore economic development strategies to expand professional office uses in an effort to provide high-paying employment opportunities within the county.
- Investigate incentives to increase height allowances for office and mixed use developments.
- Consider incentives for the redevelopment of older commercial and industrial areas.

Neighborhood Center

The Neighborhood Center Character Area is located on collector or arterial roadways that have developed or emerging, low-intensity commercial uses that serve neighborhood residents including retail and service establishments situated in close proximity to residential areas at strategic intersections. Neighborhood Centers are intended to function as locations for limited, non-residential development aimed at users from the immediate vicinity.

The purpose of Neighborhood Centers is to provide a setting for small business establishments to offer goods and services to nearby households. A Neighborhood Center may include uses such as dry cleaners, salons, specialized instructional studios and schools, day care centers, banks and small business offices. Design for Neighborhood Centers should be pedestrian-oriented with sidewalk connections between commercial uses and the surrounding neighborhoods. A Neighborhood Center should ideally have a mix of retail, services and offices in order to assist with meeting a variety of daily needs within a short distance and should be connected with adjacent residential development through sidewalks, trails and greenspace. The trail network should link up with community facilities such as schools and public parks.

Neighborhood Center			
Primary Land Uses	Compatible Secondary Land Uses	Community Facilities and Infrastructure	Suggested Zoning Districts
<ul style="list-style-type: none"> • Commercial • Office 	<ul style="list-style-type: none"> • Public and semi-public uses • Institutional uses 	<ul style="list-style-type: none"> • Major and minor arterials; collectors • Public water is available • Sewer is available or planned 	<p>NS OR</p>

Development Strategies

- Provide connections to adjacent land uses and potential developments to protect future roadway capacity and supply convenient access.
- Encourage adaptive re-use of existing buildings.
- Promote alternative modes of transportation through a pedestrian and multi-use trail network to enhance convenience between land uses and to support an integrated pattern of circulation for neighborhood residents.
- Create and uphold quality build and site design standards to bolster neighborhood identity and pride.

Development Guidelines

- Neighborhood Centers may have no individual business or building greater than 18,000 square feet in size.
- Buildings are to be clustered with a maximum of two stories in height.
- Neighborhood Centers should be pedestrian-oriented with sidewalk connections between uses.
- Shared driveways and inter-parcel connections are encouraged.
- Site design elements such as pedestrian street lighting and pedestrian-scaled signage are appropriate to advance a sense of neighborhood identity.

- Structures or equipment incidental to the primary use of a building or site shall be properly screened to preserve visual attractiveness.
- Loading areas are to be located to the rear and sides of buildings and be screened from view.
- Parking must be partially screened from view through the use of landscape techniques.
- Establishments that contain a drive through operation of any type must ensure adequate queuing space that shall be adequately screened from adjacent properties.
- Outdoor storage and display of goods or equipment are to be shielded from public view to maintain aesthetic appeal.

Implementation Measures

- Create specialized development standards and requirements for pedestrian-oriented design in order to promote an alternative transportation network linking non-residential and adjacent residential uses.
- Adopt new performance standards for commercial and office architectural requirements to promote a quality built community.
- Examine land use permissions and performance standards for the neighborhood shopping (NS) zoning district in an effort to suggest recommended code changes for improved functionality.

Town Center

The Town Center Character Area is located on arterial roadways that primarily have developed or emerging commercial centers that accommodate residential sectors across the county, composed of multiple subdivisions, which may include large scale retail establishments and mixed use developments containing pedestrian networks between land uses.

The main purpose of Town Centers is to offer locales for medium intensity commercial with a potential for high density residential, preferably within a mixed use, master planned district. Encouraged uses include retail and service establishments, restaurants, convenience stores, fuel stations, drive-through businesses, finance related institutions and professional offices. Design for Town Centers should be pedestrian-oriented with sidewalk connections between commercial uses and the surrounding neighborhoods. A Town Center should have an assortment of commercial services and should be easily accessible from adjacent residential development. High density residential may include both multi-family and single family attached units and should be functionally integrated within the Town Center through pedestrian connections and inter-parcel access to impart both safety and convenience.

Town Center			
Primary Land Uses	Compatible Secondary Land Uses	Community Facilities and Infrastructure	Suggested Zoning Districts
<ul style="list-style-type: none"> • Commercial • Office • Mixed use: Integrated non-residential and residential components 	<ul style="list-style-type: none"> • High density residential • Public and semi-public uses • Institutional uses 	<ul style="list-style-type: none"> • Major and minor arterials • Public water is available • Sewer is available or planned 	<p>UV CBD* O & I RES 4 RES 6 MPD</p> <p>*Range of permitted uses listed in <i>Development Guidelines</i> section</p>

Development Strategies

- Provide inter-parcel connections to adjacent land uses and potential developments to protect future roadway capacity and supply convenient access.
- Encourage adaptive re-use of existing buildings.
- Promote alternative modes of transportation through a pedestrian and multi-use trail network to enhance access between land uses and to support an integrated pattern of circulation for surrounding residents.
- Create and uphold quality build and site design standards to bolster community identity and pride.
- Support multi-family and attached residential housing products as a secondary land use.
- Promote streetscape amenities for pedestrian use and safety as well as aesthetic appeal.

Development Guidelines

- Town Centers may have large scale retail establishments.
- Buildings are to be clustered with a maximum of three stories in height.
- All housing products should be attached units.
- Permitted CBD uses include all those associated with the CBD zoning district except automobile sales, contractor’s establishments that include outside storage of any type, hospitals, heliports and helipads, lodging services, machine shops, manufacturing-processing-assembling, mini-warehouses, open air businesses, open storage yards, shooting ranges, outdoor commercial recreational facilities, warehouses and storage buildings and wholesale trade establishments. Conditional uses will remain as outlined in the Unified Development Code (UDC).
- Town Centers should be pedestrian-oriented with sidewalk connections between uses.
- Shared driveways and inter-parcel connections are encouraged.
- Streets should follow a gridded pattern of small blocks for a more condensed form of development.
- Site design elements such as pedestrian street lighting and pedestrian-scaled signage are appropriate to advance a sense of community identity.
- Structures or equipment incidental to the primary use of a building or site shall be properly screened to preserve visual attractiveness.
- Loading areas are to be located to the rear and sides of buildings and be screened from view.
- Parking must be partially screened from view through the use of landscape techniques.
- Establishments that contain a drive through operation of any type must ensure adequate queuing space that shall be adequately screened from adjacent properties.
- Outdoor storage and display of goods or equipment are to be shielded from public view to maintain aesthetic appeal.

Implementation Measures

- Create specialized development standards and requirements for pedestrian-oriented design to promote an alternative transportation network linking non-residential and residential uses both within and surrounding a Town Center.
- Adopt new performance standards for commercial and office architectural requirements to promote a quality built community.
- Expand options for front setback allowances to allow zero lot lines to allocate design measures that should include streetscape amenities.

Regional Center

The Regional Center Character Area is located on arterial roadways and is comprised of commercial and employment areas, which attract populations from multiple jurisdictions due to the intensity or distinctive function or character of the development such as retail malls, large entertainment venues, hospitals and academic campuses.

The main purpose of a Regional Center is to offer an environment that encompasses facilities that may include, for example, mixed use lifestyle centers, higher education and medical institutions that serve the population within, and also beyond, the county’s boundaries. Regional Centers accommodate a wide array of individuals and households by drawing from other jurisdictions owing to the particular products or services that are not otherwise available within a short distance. A Regional Center differs from an Employment Center, Town Center and Development Corridor by the scale and intensity of development as well as being unique among other uses in the county. Although residential units may be present if a development is mixed use in nature, these units need to be integrated with a distinguishing use; for instance, an entertainment complex, retail mall or higher education establishment. Such uses would not be prevalent within the county or local vicinity and, therefore, would have a regional draw.

Design for Regional Centers should be pedestrian-oriented with sidewalk connections between uses to create a seamless pattern linking different developments as the Regional Center expands. Access for non-county residents will primarily be through the county’s only freeway, SR 400, so transportation infrastructure will be able to handle additional traffic volumes generated by residents and visitors.

Regional Center			
Primary Land Uses	Compatible Secondary Land Uses	Community Facilities and Infrastructure	Suggested Zoning Districts
<ul style="list-style-type: none"> • Commercial • Institutional • Office 	<ul style="list-style-type: none"> • High density residential • Continuing Care Retirement Communities (CCRC) 	<ul style="list-style-type: none"> • Major arterials; freeway • Public water is available • Sewer is available 	<ul style="list-style-type: none"> UV CBD O & I OCMS MPD

Development Strategies

- Provide inter-parcel connections to adjacent land uses and potential developments to protect future roadway capacity and supply convenient access.
- Promote alternative modes of transportation through a pedestrian and multi-use trail network to enhance access between land uses and to support an integrated pattern of circulation for surrounding residents.
- Create and uphold quality build and site design standards to bolster community identity and pride.
- Facilitate shared parking arrangements to consolidate excess driveways and curb cuts.
- Encourage civic and cultural uses as well as entertainment establishments that will promote

community interaction.

- Support lodging services and meeting facilities to provide further opportunities for visitors to enjoy local amenities.

Development Guidelines

- Regional Centers may have large scale retail establishments.
- Regional Centers should be pedestrian-oriented with sidewalk connections between uses.
- Shared driveways and inter-parcel connections are encouraged.
- Buildings should share similar design characteristics to provide repeating patterns, materials and colors to emphasize design integrity of the Regional Center.
- All sides of a parking garage must be architecturally consistent with the buildings it serves.
- Site design elements such as pedestrian street lighting and pedestrian-scaled signage are appropriate to advance a sense of community identity.
- Amenities such as seating, public art, fountains and other outdoor landscape elements should be included within each development.
- An adequate number of bicycle parking spaces within each development should be supplied.
- Structures or equipment incidental to the primary use of a building or site shall be properly screened to preserve visual attractiveness.
- Loading areas are to be located to the rear and sides of buildings and be screened from view.
- Parking must be partially screened from view through the use of landscape techniques.
- Establishments that contain a drive through operation of any type must ensure adequate queuing space that shall be adequately screened from adjacent properties.
- Outdoor storage and display of goods or equipment are to be shielded from public view to maintain aesthetic appeal.

Implementation Measures

- Create specialized development standards and requirements for pedestrian-oriented design in order to promote an alternative transportation network linking non-residential and residential uses both within and surrounding a Regional Center.
- Adopt new performance standards for commercial and office architectural requirements to promote a quality built environment.
- Investigate public transit options as the county expands so the Regional Center has multiple transportation alternatives for both residents and visitors.
- Expand options for front setback allowances to allow zero lot lines to allocate design measures that should include streetscape amenities.

Employment Center

The Employment Center Character Area is located near arterial and collector roadways with free-way access for the majority of locations and is comprised of areas of concentrated employment ranging from commercial and office to industrial uses.

The main purpose of an Employment Center is to offer economic opportunity through the provision of goods and services across business sectors. Employment Centers seek to balance the job-housing mix and diversify the county’s tax base. The role of economic development is to expand Employment Centers for the benefit of residents in terms of job procurement as well as the provision of products and services. Expansion of Employment Centers provides the foundation for economic growth through increasing the number of available jobs, boosting business income and raising assessed valuation.

Employment Center			
Primary Land Uses	Compatible Secondary Land Uses	Community Facilities and Infrastructure	Suggested Zoning Districts
<ul style="list-style-type: none"> • Commercial • Office • Institutional (academic and medical) • Industrial; heavy industrial is limited to locations where adverse impacts can be adequately mitigated 	<ul style="list-style-type: none"> • Public and semi-public uses • Institutional uses 	<ul style="list-style-type: none"> • Major and select minor arterials; freeway; collectors • Public water is available • Sewer is available or planned 	<ul style="list-style-type: none"> • CBD • HB • HC • BP • O & I • OCMS • M1 • M2 • MPD

Development Strategies

- Provide inter-parcel connections to adjacent land uses and potential developments to protect future roadway capacity and supply convenient access.
- Create and uphold quality build and site design standards to bolster community identity and pride.
- Endorse shared parking arrangements to consolidate excess driveways and curb cuts.
- Encourage the use of on-site stormwater mitigation for parking areas such as pervious pavements, bio-swales and bio-retention areas.

Development Guidelines

- Shared driveways and inter-parcel connections are required.
- Clustering of office and retail uses is encouraged. Also, first floor retail and restaurant uses are desirable for both multi-story office and high density residential developments to promote a mix of uses.
- All sides of a parking garage must be architecturally consistent with the buildings it serves.
- An adequate number of bicycle parking spaces within each development should be supplied.

- Appropriate buffers are necessary between incompatible uses.
- Structures or equipment incidental to the primary use of a building or site shall be properly screened to preserve visual attractiveness.
- Loading areas for commercial and office uses are to be located to the rear and sides of buildings and be screened from view.
- Parking must be partially screened from view through the use of landscape techniques.
- Outdoor storage and display of goods or equipment are to be shielded from public view to maintain aesthetic appeal.
- Establishments that contain a drive through operation of any type must ensure adequate queuing space that shall be adequately screened from adjacent properties.
- Buildings set in a campus setting should have an internal pedestrian network between buildings as an integrated component of a business, industrial or academic park master plan.

Implementation Measures

- Create specialized development standards and requirements for pedestrian-oriented design in order to link non-residential and residential uses both within and surrounding an Employment Center.
- Adopt new performance standards for commercial and office architectural requirements to promote a quality built environment.
- Investigate public transit options as the county expands so the Employment Center has multiple transportation alternatives.
- Explore incentives to increase height allowances for office and mixed use developments.
- Ensure that business, industrial and academic parks develop a master plan to allow for adequate pedestrian circulation, inter-parcel connections and landscape buffers so that a campus setting is achieved.
- Expand options for setback allowances to allow zero lot lines to allocate design measures that should include streetscape amenities.

Major Highway Corridor

The Major Highway Corridor Character Area is located on the county's only freeway that is primarily buffered through landscaping on either side of SR 400 for the limited access portion of this freeway.

The main purpose of the Major Highway Corridor is to serve as the principal access and visual introduction to the county from locations south. Interchanges offer entry to a variety of land uses as represented under various character areas, which are partially screened from view along this most significant transportation facility within the county. The corridor spans from the City of Atlanta to the North Georgia Mountains and supports large volumes of high speed auto and truck traffic, thereby providing mobility between the metropolitan and mountain regions of the state.

Development Strategies

- Create and uphold quality build and site design standards to bolster aesthetic appeal.
- Continue to promote and guide interchange design and construction at McGinnis Ferry Road in cooperation with the Georgia Department of Transportation (GDOT).

Development Guidelines

- Maintain appropriate buffers to maintain visual appeal along the corridor.

Implementation Measures

- Develop and install a gateway feature beside the county's southern border, on the northbound lane of SR 400, to identify entrance and welcome visitors as well as residents traveling from points south.
- Maintain a list of recommended freeway improvements and work to have these included in the regional transportation plan.

Business and Retail Parkway Corridor

The Business and Retail Parkway Corridor Character Area is comprised of developed or emerging retail and service establishments as well as professional offices along the controlled access portion of SR 400 with limited direct-access, residential areas. A development node at a key intersection is also identified.

The main purpose of the Business and Retail Parkway Corridor is to serve as a major transportation corridor supporting business and commercial uses in the northern portion of the county. The corridor spans from the limited access portion of the freeway to the northern county line.

Business and Retail Parkway Corridor			
Primary Land Uses	Compatible Secondary Land Uses	Community Facilities and Infrastructure	Suggested Zoning Districts
<ul style="list-style-type: none"> Commercial Office Institutional (academic and medical) 	<ul style="list-style-type: none"> Public and semi-public uses Institutional uses 	<ul style="list-style-type: none"> Freeway Public water is available Sewer is available or planned 	CBD HB BP O & I OCMS

Development Strategies

- Provide inter-parcel connections to adjacent land uses and potential developments to protect future roadway capacity and supply convenient access.
- Create and uphold quality build and site design standards to bolster community identity and pride.
- Endorse shared parking arrangements to consolidate excess driveways and curb cuts.
- Encourage the use of on-site stormwater mitigation for parking areas such as pervious pavements, bio-swales and bio-retention areas.

Development Guidelines

- Developers are required to plan for shared driveways and inter-parcel connections.
- All sides of a parking garage must be architecturally consistent with the buildings it serves.
- Appropriate buffers are necessary between incompatible uses.
- Exterior lighting and signage is to be regulated to minimize adverse impacts on adjacent properties and roadways.
- Structures or equipment incidental to the primary use of a building or site shall be properly screened to preserve visual attractiveness.
- Loading areas are to be located to the rear and sides of buildings and be screened from view.
- Parking must be partially screened from view through the use of landscape techniques.
- Outdoor storage and display of goods or equipment are to be shielded from public view to maintain aesthetic appeal.
- Establishments that contain a drive through operation of any type must ensure adequate queuing space that shall be adequately screened from adjacent properties.
- Buildings set in a campus setting should have an internal pedestrian network between buildings as an integrated component of a business or academic park master plan.

Implementation Measures

- Adopt new performance standards for commercial and office architectural requirements to promote a quality built environment.
- Explore incentives to increase height allowances for office developments.
- Ensure that business and academic parks develop a master plan to allow for adequate pedestrian circulation, inter-parcel connections and landscape buffers so that a campus setting is achieved.
- Develop and install a gateway feature beside the county’s northern border, on the southbound lane of SR 400, to identify entrance and welcome visitors as well as residents traveling from points north.
- Maintain a list of recommended highway improvements and work to have these included in the regional transportation plan. Consideration of the effect of increased curb cuts without a parallel access road bears further analysis in terms of long-term traffic congestion.
- Complete a study for a use-specific overlay district where car sales establishments can be clustered to minimize traffic congestion and provide specific areas where landscaping and site design requirements may be tailored to accommodate these large scale retail businesses.

McFarland-Stoney Point LCI

The McFarland-Stoney Point Livable Centers Initiative (LCI) Character Area is targeted for new development and redevelopment intended for a combination of commercial, office, residential and mixed uses per the LCI plan. The McFarland-Stoney Point LCI encompasses various, potential character areas including a proposed regional center. It is located along major and minor arterials as well as collector roads with SR 400 forming the western boundary, providing access via the McFarland Parkway interchange.

The main purpose of the LCI is to promote quality growth and transportation choices around emerging areas that are likely to experience development pressure. The LCI plan seeks to manage land use with transportation improvements, particularly along Ronald Reagan Boulevard that will continue to expand, paralleling SR 400, where emerging town centers will likely surface with a mix of non-residential and residential uses. The plan outlines preferred land use scenarios as well as design considerations in an effort to implement a multi-model hub for the county that could extensively increase the county’s tax base and better balance the job-housing mix.

LCI goals include the connection of land uses, enhancement of streetscapes, pedestrian-oriented design, transit options, specified transportation improvements to accommodate growth and an increase in housing choices. The plan’s vision specifically envisions the area as a premier employment center for the county with convenient access to a quality built environment, including a network of sidewalks and multi-purpose trails. The plan emphasizes business opportunities to cultivate a strong employment center and the use of incentives to attract mixed use developments thereby meeting plan objectives for a vibrant and livable locale focused on quality of life and employment opportunities.

McFarland-Stoney Point LCI			
Primary Land Uses	Compatible Secondary Land Uses	Community Facilities and Infrastructure	Suggested Zoning Districts
<ul style="list-style-type: none"> Commercial Office Mixed use: Integrated non-residential and residential components Institutional (academic and medical) 	<ul style="list-style-type: none"> High density residential Public and semi-public uses Institutional uses 	<ul style="list-style-type: none"> Major and minor arterials; freeway; collectors Public water is available Sewer is available or planned 	<ul style="list-style-type: none"> UV CBD BP O & I OCMS MPD RES 3 RES 4 RES 6

Development Strategies

- Provide inter-parcel connections to adjacent land uses and potential developments to protect future roadway capacity and supply convenient access.
- Promote alternative modes of transportation through a pedestrian and multi-use trail network to enhance access between land uses and to support an integrated pattern of circulation for

surrounding residents.

- Create and uphold quality build and site design standards to bolster community identity and pride.
- Endorse shared parking arrangements to consolidate excess driveways and curb cuts. Specifically, deck parking is to be encouraged over large, surface parking lots.
- Support multi-family and vertically integrated, mixed use housing products.
- Encourage the use of on-site stormwater mitigation for parking areas such as pervious pavements, bio-swales and bio-retention areas.

Development Guidelines

- The LCI may have large scale retail establishments, preferably integrated as part of a mixed use development project.
- The LCI should be pedestrian-oriented with sidewalk connections between uses.
- Shared driveways and inter-parcel connections are required.
- Clustering of office and retail uses is encouraged. Also, first floor retail and restaurant uses are desirable for both multi-story office and high density residential developments to promote a mix of uses.
- Buildings should share similar design characteristics to provide repeating patterns, materials and colors to emphasize design integrity across the LCI area.
- Buildings should be oriented close to the roadway with streetscape amenities for promotion of a high quality, live-play-work experience that has a defined sense of place.
- Transitions in development intensity should be graduated or buffered.
- Residential lot sizes must not exceed 6,000 square feet.
- All sides of a parking garage must be architecturally consistent with the buildings it serves.
- Site design elements such as pedestrian street lighting and pedestrian-scaled signage are appropriate to advance a sense of community identity.
- An adequate number of bicycle parking spaces within each development should be supplied.
- Appropriate buffers are necessary between incompatible uses.
- Structures or equipment incidental to the primary use of a building or site shall be properly screened to preserve visual attractiveness.
- Loading areas are to be located to the rear and sides of buildings and be screened from view.
- Parking must be partially screened from view through the use of landscape techniques.
- Outdoor storage and display of goods or equipment are to be shielded from public view to maintain aesthetic appeal.
- Establishments that contain a drive through operation of any type must ensure adequate queuing space that shall be adequately screened from adjacent properties.
- Buildings set in a campus setting should have an internal pedestrian network between buildings as an integrated component of a business, industrial or academic park master plan.

Implementation Measures

- Create specialized development standards and requirements for pedestrian-oriented design in order to link non-residential and residential uses both within and surrounding the LCI area.
- Adopt an overlay design district that addresses architectural design standards, streetscape enhancements and site design regulations to generate a unique destination that offers a spectrum of options to live, work and play in a quality environment.
- Initiate a public-private partnership initiated by the county aimed at attracting compatible

private development projects within the LCI area.

- Investigate public transit options as the county expands so the LCI area has multiple transportation alternatives.
- Complete the Big Creek Greenway including a permanent south trailhead parking area and a connection with the City of Alpharetta’s trail system.
- Explore incentives to increase height allowances for office, mixed use and high density residential developments.
- Create density incentive options for developments providing for transit facilities, increased public open space or other community amenities.
- Ensure that business and academic parks develop a master plan to allow for adequate pedestrian circulation, inter-parcel connections and landscape buffers so that a campus setting is achieved.
- Expand options for front setback allowances to allow zero lot lines to allocate design measures that should include streetscape amenities.
- Encourage pocket parks and public spaces that enhance recreation and leisure.

Heavy Industrial

The Heavy Industrial Character Area encompasses existing high intensity uses related to mineral extraction, poultry rendering and landfill facilities. These facilities are located across the county and serve land uses that require proper buffering and, in the long-range planning period, may necessitate environmental remediation if another land use is to be established.

Heavy Industrial provides a setting for industrial-related activity to occur that often requires large amounts of acreage. These uses represent specialized industrial uses that are not frequent within the county and are specific to the identified areas on the map.

Heavy Industrial			
Primary Land Uses	Compatible Secondary Land Uses	Community Facilities and Infrastructure	Suggested Zoning Districts*
<ul style="list-style-type: none"> • Heavy industrial 	Not Applicable	<ul style="list-style-type: none"> • Major and minor arterials; collectors and local roads • Public water is available • Sewer may be planned or available, but not in all areas 	<p>M2 MINE</p> <p>* Some existing uses have an agricultural zoning district designation</p>

Development Strategies

- Plan and design transportation improvements that correlate traffic capacity with anticipated development intensity.

Development Guidelines

- Structures or equipment incidental to the primary use of a building or site shall be properly screened.
- Loading areas are to be located to the rear and sides of buildings and be screened from public view.
- Parking must be partially screened from public view through the use of landscape techniques.
- Outdoor storage and display of goods or equipment are to be shielded from public view.

Implementation Measures

- Examine the necessity of probable remediation measures as potential land use changes are initially proposed to ensure proper preparation for re-use in the long-range planning period.

Lakeside Residential

The Lakeside Residential Character Area pertains to residential developments, existing and developing, surrounding Lake Sidney Lanier. The intent of Lakeside Residential is to provide a range of housing types, both permanent and vacation residences, which will accommodate growth around this regional, recreational amenity. A mix of single-family detached and attached as well as multi-family units is important to supply needed options for those who wish to live or recreate in proximity to the lake. This requires a variety of lot sizes and consideration of appropriate transitions between high and low density housing. The focal point is both vehicular and visual access to the lake for surrounding residents and visitors. In some areas, redevelopment will occur along the lake as older homes are replaced during the long range planning period by new development since the lake will continue to maintain an allure of leisure-inspired living.

Lakeside Residential			
Primary Land Uses	Compatible Secondary Land Uses	Community Facilities and Infrastructure	Suggested Zoning Districts
<ul style="list-style-type: none"> Residential Resort developments; lodging services 	<ul style="list-style-type: none"> Recreational uses Dining establishments Public and semi-public uses Institutional uses 	<ul style="list-style-type: none"> Major and minor arterials; collectors and local roads Public water is available in most areas Sewer has limited availability 	<p>RES1 RES 2 RES 3 RES 4* RES 6* MPD</p> <p>*High density residential shall be limited to areas within 1/4 mile of Lake Sidney Lanier; the location of the lake is defined by the 1071 elevation level</p>

Development Strategies

- Accommodate a mix of housing types to allow a variety of options for full and part-time residents.
- Encourage new residential development to blend with existing housing through appropriate open space and buffering requirements.
- Promote resort development projects that will provide recreational opportunities and lodging services to support Lake Sidney Lanier as a regional destination.
- Create and uphold quality build and site design standards to bolster community identity and pride.
- Advance pedestrian use and safety through an extensive sidewalk network within and between planned developments.
- Protect water quality through appropriate land use regulations.

- Maintain scenic quality of the lakeside area through site development guidelines including tree canopy protection and landscaping requirements.

Development Guidelines

- New residential development should use a variety of techniques to avoid the monotonous appearance of identical homes. In addition, building materials shall be of high quality such as brick, stone, wood or cementitious siding.
- New residential development must respect the scale and character of adjacent residential neighborhoods through attention to views, building scale and orientation, proximity to adjacent uses, location of driveways, noise, lighting and landscaping.
- Site design elements such as pedestrian street lighting and seating along sidewalks are appropriate in planned developments to advance a sense of community identity.
- Metal fencing, if present, must be screened by vegetation.

Implementation Measures

- Evaluate performance standards for residential architectural standards to promote quality built neighborhoods.
- Expand options for front setback allowances to allow zero lot lines to allocate design measures that should include streetscape amenities.
- Ensure that appropriate phasing of development occurs in regards to infrastructure improvements, primarily sewer expansions.
- Promote Lake Sidney Lanier as a regional destination for recreationists wanting to visit or live near this valuable water resource.
- Consider resort development as a viable development option that would strengthen the county's tax base while offering more overnight opportunities for non-residents to enjoy county amenities.

River Residential

The River Residential Character Area pertains to residential developments, existing and developing, surrounding the Chattahoochee River and the Etowah River, both state protected waterways that have additional stream buffer and setback protections to safeguard water quality. The intent of River Residential is to provide housing, both permanent and vacation residences, which will accommodate growth around these valuable water resources. Housing is primarily composed of single-family detached units, preferably within developments that utilize compact design methods found in conservation subdivisions where open space is maximized for the benefit of residents and surrounding land owners. A prime consideration for River Residential is the maintenance of water quality since the scenic and recreational possibilities for both river corridors attract potential residents. In addition, both corridors are significant water supply resources that are essential for future water management planning as the county expands.

River Residential			
Primary Land Uses	Compatible Secondary Land Uses	Community Facilities and Infrastructure	Suggested Zoning Districts
<ul style="list-style-type: none"> Residential 	<ul style="list-style-type: none"> Passive recreation Public and semi-public uses Institutional uses 	<ul style="list-style-type: none"> Major arterials; collectors and local roads Public water is available in some, but not all areas Sewer is available or planned 	<p>RES1 RES 2 RES 3</p>

Development Strategies

- Encourage new residential development to blend with existing housing through appropriate open space and buffering requirements.
- Support conservation subdivision developments to maximize open space and retain aesthetic quality of the natural environment.
- Promote paddle trails for canoes or kayaks, also called blueways, for recreational purposes that will connect to an inter-jurisdictional trail system along these waterways.
- Create and uphold quality build and site design standards to bolster community identity and pride.
- Advance pedestrian use and safety through an extensive sidewalk network within and between planned developments.
- Protect water quality through appropriate land use regulations.
- Advocate community and development supported agriculture through the creation of community gardens and farm-based amenities within master planned developments.
- Maintain scenic quality along the rivers through site development guidelines including tree canopy protection and landscaping requirements.

Development Guidelines

- New residential development should use a variety of techniques to avoid the monotonous ap-

- pearance of identical homes. In addition, building materials shall be of high quality such as brick, stone, wood or cementitious siding.
- New residential development must respect the scale and character of adjacent residential neighborhoods, if present, through attention to views, building scale and orientation, proximity to adjacent uses, location of driveways, noise, lighting and landscaping.
 - Site design elements such as pedestrian street lighting and seating along sidewalks are appropriate in planned developments to advance a sense of community identity.
 - Metal fencing, if present, must be screened by vegetation.

Implementation Measures

- Evaluate performance standards for residential architectural standards to promote quality built neighborhoods.
- Promote river trail systems on both the Chattahoochee and Etowah Rivers as a regional recreational resource with local amenities, including public parks that accommodate river users.
- Ensure that appropriate phasing of development occurs in regards to infrastructure improvements, primarily sewer expansions.
- Investigate incentive based options for conservation subdivision developments.

Estate Residential

The Estate Residential Character Area pertains to residential developments, existing and developing, that typically contain considerable open space, pastoral views and significant building separation between single-family dwelling units, which are primarily located on streets with lower traffic volumes. The intent of Estate Residential is to provide low intensity housing, composed of single-family detached homes, and to offer a transition between undeveloped areas of the county and suburban development. Estate Residential contains properties that may be cultivated as pasture, farmland or woodlands in addition to larger residential lots, either on individual tracts or within developed subdivisions.

Estate Residential			
Primary Land Uses	Compatible Secondary Land Uses	Community Facilities and Infrastructure	Suggested Zoning Districts
<ul style="list-style-type: none"> Residential 	<ul style="list-style-type: none"> Agricultural uses Passive recreation Public and semi-public uses Institutional uses 	<ul style="list-style-type: none"> Major and minor arterials; collectors and local roads Public water is available in most areas Sewer is available or planned, but not in all areas 	<ul style="list-style-type: none"> RES 1 RES 2 A1 AG-RES

Development Strategies

- Retain low intensity residential community character.
- Support existing and proposed agricultural activities such as equestrian-related commercial usage, farm wineries and landscape nurseries. This includes appropriate accessory uses such as barns, corrals, grazing areas, stables, wine tasting halls, landscape production facilities and similar structures.
- Encourage farms and equestrian-oriented estates to preserve historic sense of place.
- Advocate community and development supported agriculture through the creation of community gardens and farm-based amenities within master planned developments.
- Maintain scenic quality through site development guidelines including tree canopy protection and lot specific grading techniques to keep existing, mature vegetation and natural topography.

Development Guidelines

- Residential density shall be maintained at a minimum lot size of 25,500 square feet unless part of an approved conservation subdivision; lot size minimums may increase in size depending on zoning district performance standards.

Implementation Measures

- Ensure that appropriate phasing of development occurs in regards to infrastructure improvements, primarily sewer expansions.
- Create design guidelines for development compatibility with community character and to

minimize visual impact on scenic resources.

- Investigate incentive based options for conservation subdivision developments.
- Plan the design, construction and promotion of greenway trail systems as a regional recreational resource with local amenities, including public parks.

Suburban Living

The Suburban Living Character Area pertains to residential developments, existing and developing, normally characterized by single-family detached units, curvilinear street networks and auto-dependent connections to surrounding land uses. Low-intensity commercial and other non-residential uses, appropriately located based on transportation and site design considerations, may be integrated into this category including uses such as neighborhood retail, schools and daycare centers. The intent of Suburban Living is to provide housing that will accommodate residential growth across the majority of the county. Housing is composed of single-family detached units, preferably within developments where open space is maximized for the benefit of residents and surrounding land owners.

Suburban Living			
Primary Land Uses	Compatible Secondary Land Uses	Community Facilities and Infrastructure	Suggested Zoning Districts
<ul style="list-style-type: none"> Residential 	<ul style="list-style-type: none"> Recreational uses Public and semi-public uses Institutional uses Neighborhood commercial 	<ul style="list-style-type: none"> Major and minor arterials; collectors and local roads Public water is available Sewer is available or planned 	<p>RES 2 RES 3 NS</p>

Development Strategies

- Encourage new residential development to blend with existing housing through appropriate open space and buffering requirements.
- Create and uphold quality build and site design standards to bolster community identity and pride.
- Accommodate a variety of single-family housing styles, sizes and price points to suit diverse housing needs.
- Support conservation subdivision developments to maximize open space and retain aesthetic quality of the natural environment.
- Promote multi-use trails as a transportation alternative in an effort to promote mobility options, public health and recreation.
- Advance pedestrian use and safety through an extensive sidewalk network within and between planned developments.
- Protect water quality through appropriate land use regulations.
- Support alternatives to mass grading in an effort to preserve native soils and vegetation, steep slopes and to reduce stormwater runoff.
- Advocate community and development supported agriculture through the creation of community gardens and farm-based amenities within master planned developments.
- Further initiatives related to independent living, senior housing and developments that integrate lifelong community design principles.
- Provide institutional uses such as schools, libraries, senior services and private worship centers.

Development Guidelines

- New residential development should use a variety of techniques to avoid the monotonous appearance of identical homes.
- New, large developments must have multiple access points onto the road network to provide adequate external connections to the larger neighborhood community.
- Utilize transportation improvements such as traffic calming and increased street interconnections within and between neighborhoods to improve safety and walk-ability.
- A grid street design is preferred with multiple connections to public roads and other neighborhoods to maximize connectivity.
- Site design elements such as pedestrian street lighting and seating along sidewalks are appropriate in planned developments to advance a sense of community identity.
- The size, scale and impact of public and semi-public uses as well as commercial services must be considered to ensure appropriateness and compatibility with surrounding neighborhoods. These uses shall be connected to residential areas through a pedestrian network of sidewalks or multi-use trails.
- Commercial uses, when present, shall be located at major intersections and along arterial roadways.
- Outdoor recreation shall not adversely impact neighborhoods in terms of light and noise.
- All non-residential parking must be screened from public view.

Implementation Measures

- Evaluate performance standards for residential architectural standards to promote quality built neighborhoods.
- Promote multi-use trail networks to connect residential uses and link with non-residential uses, including public parks and other community facilities.
- Ensure that appropriate phasing of development occurs in regards to infrastructure improvements, particularly sewer expansions and road improvements.
- Examine land use permissions and performance standards for the neighborhood shopping (NS) zoning district in an effort to suggest recommended code changes for improved functionality.
- Investigate incentive based options for conservation subdivision developments.

Suburban Attached Living

The Suburban Attached Living Character Area pertains to emerging residential developments characterized by single-family attached units. The intent of Suburban Attached Living is to provide housing alternatives to traditional detached units, thereby providing a range of size and price points to increase the diversity of housing options within the county.

Suburban Attached Living			
Primary Land Uses	Compatible Secondary Land Uses	Community Facilities and Infrastructure	Suggested Zoning Districts
<ul style="list-style-type: none"> Residential 	<ul style="list-style-type: none"> Continuing Care Retirement Communities (CCRC) Recreational uses Public and semi-public uses Institutional uses 	<ul style="list-style-type: none"> Major and minor arterials; collectors and local roads Public water is available in most areas Sewer may be planned or available, but not in all areas 	RES 4

Development Strategies

- Encourage new residential development to blend with existing housing through appropriate open space and buffering requirements.
- Create and uphold quality build and site design standards to bolster community identity and pride.
- Support conservation subdivision developments to maximize open space and retain aesthetic quality of the natural environment.
- Promote multi-use trails as a transportation alternative in an effort to promote mobility options, public health and recreation.
- Advance pedestrian use and safety through an extensive sidewalk network within and between planned developments.
- Protect water quality through appropriate land use regulations.
- Further initiatives related to independent living, senior housing and developments that integrate lifelong community design principles.
- Provide institutional uses such as schools, libraries, senior services and private worship centers.

Development Guidelines

- New residential development should use a variety of techniques to avoid the monotonous appearance of identical homes.
- New, large developments must have multiple access points onto the road network to provide adequate external connections to the larger neighborhood community.
- Utilize transportation improvements such as traffic calming and increased street interconnections within and between neighborhoods to improve safety and walkability.
- A grid street design is preferred with multiple connections to public roads and other neigh-

borhoods to maximize connectivity.

- Site design elements such as pedestrian street lighting and seating along sidewalks are appropriate to advance a sense of community identity.
- The size, scale and impact of public and semi-public uses must be considered to ensure appropriateness and compatibility with surrounding neighborhoods. These uses shall be connected to residential areas through a pedestrian network of sidewalks or multi-use trails.
- Outdoor recreation shall not adversely impact neighborhoods in terms of light and noise.
- All non-residential parking must be screened from public view.

Implementation Measures

- Evaluate performance standards for residential architectural standards to promote quality built neighborhoods.
- Promote multi-use trail networks to connect residential uses and link with non-residential uses, including public parks and other community facilities.
- Ensure that appropriate phasing of development occurs in regards to infrastructure improvements, particularly sewer expansions and road improvements.
- Investigate incentive based options for conservation subdivision developments.

Village Living

The Village Living Character Area pertains to residential developments, existing and developing, distinguished by single-family and multi-family attached units, grid street networks and multi-modal connections to surrounding land uses. These developments are typically near important transportation corridors. Horizontal and vertical mixing is encouraged so that commercial and office uses will be integrated with residential units. The intent of Village Living is to provide housing that will accommodate denser residential as well as mixed use developments in order to expand housing options in terms of size, price and design features. Housing is preferably within developments that incorporate pedestrian-oriented design where interconnection with surrounding land uses is a common amenity, including sidewalk accessibility to recreational areas and other community facilities.

Village Living			
Primary Land Uses	Compatible Secondary Land Uses	Community Facilities and Infrastructure	Suggested Zoning Districts
<ul style="list-style-type: none"> Residential Mixed use: Integrated residential and non-residential components 	<ul style="list-style-type: none"> Continuing care retirement communities (CCRC) Public and semi-public uses Institutional uses Commercial 	<ul style="list-style-type: none"> Major and minor arterials Public water is available Sewer is available or planned 	<ul style="list-style-type: none"> RES 4 RES 6 MPD NS UV MHP

Development Strategies

- Create and uphold quality build and site design standards to bolster community identity and pride.
- Accommodate a variety of attached housing styles, sizes and price points to suit diverse housing needs.
- Provide inter-parcel connections to adjacent land uses and potential developments to protect future roadway capacity and supply convenient access.
- Promote multi-use trail networks as a transportation alternative in an effort to promote mobility options, public health and recreation.
- Advance pedestrian use and safety through an extensive sidewalk network within and between planned developments as well as community facilities.
- Protect water quality through appropriate land use regulations.
- Further initiatives related to lifelong community design principles.
- Encourage the use of on-site stormwater mitigation for parking areas such as pervious pavements, bio-swales and bio-retention areas.

Development Guidelines

- New residential development should use a variety of techniques to avoid the monotonous appearance of identical homes.
- All housing products should be attached units.

- New, large developments must have multiple access points onto the road network to provide adequate external connections.
- Streets should follow a gridded pattern of small blocks for a more condensed form of development.
- Site design elements such as pedestrian street lighting and seating along sidewalks are appropriate in and between planned developments to promote pedestrian walkability and comfort.
- The size, scale and impact of public and semi-public uses as well as commercial services must be considered to ensure appropriateness and compatibility with surrounding residences. These uses shall be connected to residential areas through a pedestrian network of sidewalks or multi-use trails.
- An adequate number of bicycle parking spaces within each residential and non-residential development should be supplied.
- Parking must be partially screened from view through the use of landscape techniques.
- Endorse shared parking arrangements to consolidate excess driveways and curb cuts for mixed use developments.
- Establishments that contain a drive through operation of any type must ensure adequate queuing space that shall be adequately screened from adjacent properties.
- Outdoor storage and display of goods or equipment are to be shielded from public view to maintain aesthetic appeal.

Implementation Measures

- Evaluate performance standards for residential architectural standards to promote quality built developments.
- Create density incentive options for developments providing for transit facilities, increased public open space or other community amenities.
- Expand options for front setback allowances to allow zero lot lines to allocate design measures that should include streetscape amenities.
- Promote multi-use trail networks to connect residential uses together and link with non-residential uses, including public parks and other community facilities.
- Encourage the incorporation of pocket parks and public spaces that enhance recreation and leisure within planned developments.

Transitional Corridor

The Transitional Corridor Character Area pertains to corridors intended for high density residential developments with compatible non-residential uses. Horizontal and vertical mixing is encouraged so that commercial and office uses will be integrated with residential units. The intent of Transitional Corridor is to provide housing that will accommodate denser residential products in locations that are in proximity to employment centers and development corridors. Housing developments must incorporate interconnected, pedestrian-oriented design between surrounding land uses.

Transitional Corridor			
Primary Land Uses	Compatible Secondary Land Uses	Community Facilities and Infrastructure	Suggested Zoning Districts
<ul style="list-style-type: none"> Residential Mixed use: Integrated residential and non-residential components 	<ul style="list-style-type: none"> Continuing care retirement communities (CCRC) Public and semi-public uses Institutional uses Commercial 	<ul style="list-style-type: none"> Major and minor arterials Public water is available Sewer is available or planned 	<p>RES 4 RES 6 MPD NS UV CBD*</p> <p>*Range of permitted uses listed in <i>Development Guidelines</i> section</p>

Development Strategies

- Create and uphold quality build and site design standards to bolster community identity and pride.
- Accommodate a variety of attached housing styles, sizes and price points to suit diverse housing needs.
- Provide inter-parcel connections to adjacent land uses and potential developments to protect future roadway capacity and supply convenient access.
- Promote multi-use trail networks as a transportation alternative in an effort to promote mobility options, public health and recreation.
- Advance pedestrian use and safety through an extensive sidewalk network within and between planned developments as well as community facilities.
- Protect water quality through appropriate land use regulations.
- Further initiatives related to independent living, senior housing and developments that integrate lifelong community design principles.
- Encourage the use of on-site stormwater mitigation for parking areas such as pervious pavements, bio-swales and bio-retention areas.

Development Guidelines

- New residential development should use a variety of techniques to avoid the monotonous appearance of identical homes.

- All housing products should be attached units.
- Permitted CBD uses include all those associated with the CBD zoning district except automobile sales, contractor’s establishments that include outside storage of any type, hospitals, heliports and helipads, lodging services, machine shops, manufacturing-processing-assembling, mini-warehouses, open air businesses, open storage yards, shooting ranges, outdoor commercial recreational facilities, warehouses and storage buildings and wholesale trade establishments. Conditional uses will remain as outlined in the Unified Development Code (UDC).
- Buffers must be provided between high density residential or commercial developments and suburban residential units.
- New, large developments must have multiple access points onto the road network to provide adequate external connections.
- Site design elements such as pedestrian street lighting and seating along sidewalks are appropriate in and between planned developments to promote pedestrian walkability and comfort.
- The size, scale and impact of public and semi-public uses as well as commercial services must be considered to ensure appropriateness and compatibility with surrounding residences. These uses shall be connected to residential areas through a pedestrian network of sidewalks or multi-use trails.
- An adequate number of bicycle parking spaces within each residential and non-residential development should be supplied.
- Parking must be partially screened from view through the use of landscape techniques.
- Endorse shared parking arrangements to consolidate excess driveways and curb cuts for mixed use developments.
- Establishments that contain a drive through operation of any type must ensure adequate queuing space that shall be adequately screened from adjacent properties.
- Outdoor storage and display of goods or equipment are to be shielded from public view to maintain aesthetic appeal.

Implementation Measures

- Evaluate performance standards for residential architectural standards to promote quality built developments.
- Create density incentive options for developments providing for transit facilities, increased public open space or other community amenities.
- Expand options for setback allowances to allow zero lot lines to allocate design measures that should include streetscape amenities.
- Promote multi-use trail networks to connect residential uses together and link with non-residential uses, including public parks and other community facilities.
- Encourage the incorporation of pocket parks and public spaces that enhance recreation and leisure within planned developments.

Recreation Area

The Recreation Area Character Area concerns places for public, active recreation. Recreational facilities include county and federal parks, public amenities along Lake Sidney Lanier and the state fish hatchery. The purpose of the Recreation Area Character Area is to provide leisure resources and services throughout the community and to promote access to regional destinations such as Lake Sidney Lanier and the Chattahoochee River National Recreation Area.

Recreation Area			
Primary Land Uses	Compatible Secondary Land Uses	Community Facilities and Infrastructure	Suggested Zoning Districts
<ul style="list-style-type: none"> Public recreation 	<ul style="list-style-type: none"> Public uses 	<ul style="list-style-type: none"> Major and minor arterials; collectors and local roads Public water is available Sewer may be planned or available, but not in all areas 	<p>A1*</p> <p>*Some existing parks have a residential zoning district designation</p>

Development Strategies

- Continue to follow the county’s recreation master plan to accommodate future demand for services and facilities across the county and reflect these periodic updates in the Comprehensive Plan.
- Promote multi-use trail networks between park facilities and coordinate network connections to adjacent jurisdictions.
- Advance Lake Sidney Lanier as a regional tourist destination that requires supportive land uses such as lodging, food and boating services in suitable settings.
- Protect water quality through appropriate land use regulations.
- Encourage the use of on-site stormwater mitigation for parking areas such as pervious pavements, bio-swales and bio-retention areas.
- Explore green building and landscape design and construction practices, utilizing these methods as much as possible to provide for environmentally sustainable facilities.

Development Guidelines

- Buffers shall be provided when adjacent to high density residential or commercial and industrial developments to maintain visual appearance of park environments.
- Outdoor recreation shall not adversely impact neighborhoods in terms of light and noise.
- Facilities should have multiple access points onto the road network to provide adequate external connections.
- Site design elements such as pedestrian lighting and seating along sidewalks and trails are appropriate to promote walkability and comfort.
- Recreational uses should be connected to residential areas through a pedestrian and bicycle network of sidewalks and multi-use trails.
- An adequate number of bicycle parking spaces shall be supplied.

- Parking should be partially screened from view through the use of landscape techniques.

Implementation Measures

- Update the county’s recreation master plan as the population expands and new properties are acquired for additional facilities.
- Expand efforts to create inter-jurisdictional trail connections to sponsor a regional trail network.
- Promote inter-agency cooperation to develop links between local, state and federal recreational resources.
- Investigate funding opportunities to expand facilities, including trail networks, to fulfill recreation master plan initiatives.

Conservation Area

The Conservation Area Character Area encompasses protected open space to be utilized for recreation and conservation purposes such as linear greenway trails and passive-use parks. The purpose of the Conservation Area Character Area is to offer low-impact, leisure amenities as well as to conserve natural resources and sustain environmental functions for these areas. In addition, Conservation Area designation intends to promote local and regional passive-use, recreational destinations such as the Sawnee Mountain Preserve and the Chattahoochee River National Recreation Area.

Conservation Area			
Primary Land Uses	Compatible Secondary Land Uses	Community Facilities and Infrastructure	Suggested Zoning Districts
<ul style="list-style-type: none"> Public, passive recreation 	<ul style="list-style-type: none"> Public uses 	<ul style="list-style-type: none"> Major and minor arterials; collectors and local roads Public water is available Sewer may be planned or available, but not in all areas 	<p>A1*</p> <p>*Some existing parks have a residential zoning district designation</p>

Development Strategies

- Continue to follow the county’s recreation master plan to accommodate future demand for passive-use facilities across the county and reflect these periodic updates in the Comprehensive Plan.
- Promote multi-use trail networks between park facilities and coordinate network connections to adjacent jurisdictions.
- Provide for contiguous open space preservation to maximize both recreational and environmental benefits of conserved natural resources.
- Advance the Chattahoochee River National Recreation Area as a regional tourist destination.
- Protect water quality through appropriate land use regulations.
- Encourage the use of on-site stormwater mitigation for parking areas such as pervious pavements, bio-swales and bio-retention areas.
- Advocate community supported agriculture through community garden programs within county-owned passive parks.
- Explore green building and landscape practices, utilizing these methods as much as possible to provide for environmentally sustainable trail construction, picnic and camping site design, restroom and parking facilities.

Development Guidelines

- Buffers should be considered when adjacent to medium and high density residential or commercial and industrial developments.
- Recreational uses shall be connected to residential areas and community facilities through a pedestrian and bicycle network of sidewalks and multi-use trails.

- An adequate number of bicycle parking spaces shall be supplied.
- Parking must be partially screened from view through the use of landscape techniques.

Implementation Measures

- Create a new county greenspace plan to identify future conservation and passive-use recreation sites with recommended protection and funding mechanisms.
- Expand efforts to create inter-jurisdictional trail connections to sponsor a regional trail network on both land and via waterways such as the Chattahoochee and Etowah Rivers.
- Promote inter-agency cooperation to develop links between local, state and federal recreational resources.
- Investigate funding opportunities to expand facilities, including trail networks, to fulfill recreation master plan initiatives.

Thoroughfare

The Thoroughfare Character Area refers to corridors having controlled areas of non-residential growth as designated through the location of nodes that provide access to natural and cultural landscapes, including lakeside vistas. The purpose of the Thoroughfare Character Area is to protect resources along select, well traveled roadways in order to maintain a sense of local character. Thoroughfare identification also supports tourist initiatives related to historical road tours and emerging agri-business efforts such as farm wineries. These designated corridors also provide continuity to long standing communities in terms of compatible land use and visual appearance.

Thoroughfare			
Primary Land Uses	Compatible Secondary Land Uses	Community Facilities and Infrastructure	Suggested Zoning Districts
<ul style="list-style-type: none"> • Agricultural • Residential 	<ul style="list-style-type: none"> • Passive recreation 	<ul style="list-style-type: none"> • Major and minor arterials; collectors and local roads • Public water is available • Sewer may be planned or available, but not in all areas 	<p>A1 AG-RES RES 1 RES 2 RES 3</p>

Development Strategies

- Support clustering of commercial uses within designated nodes along each corridor.
- Provide inter-parcel connections when non-residential uses are contiguous to protect future roadway capacity and supply convenient access.
- Encourage adaptive re-use of existing buildings.
- Where appropriate, promote alternative modes of transportation through a pedestrian and multi-use trail network alongside thoroughfare corridors.
- Create and uphold quality build and site design standards within commercial nodes to bolster community identity and pride.
- Advocate community and development supported agriculture through the creation of community gardens and farm-based amenities within master planned developments.
- Encourage the use of on-site stormwater mitigation for parking areas such as pervious pavements, bio-swales and bio-retention areas.

Development Guidelines

- Evaluate performance standards for residential architectural standards to promote quality built developments.

Implementation Measures

- Ensure that appropriate phasing of development occurs in regards to infrastructure improvements, primarily sewer expansions.
- Investigate the National Scenic Byways Program for possible byway recognition and funding related to byway-related projects.

Community Node

The Community Node Character Area identifies predominately historic communities that should be enhanced in an effort to cultivate community identity. Nodes do not alter the underlying character area designation, but represent an opportunity to preserve and adapt existing resources while strengthening a sense of place based on local neighborhoods and businesses. Development should follow patterns consistent with the surrounding neighborhoods' values, needs and interests.

Development Strategies

- Support clustering of commercial uses within designated character areas that incorporate non-residential uses.
- Provide inter-parcel connections when non-residential uses are contiguous to protect future roadway capacity and supply convenient access.
- Encourage adaptive re-use of existing buildings.
- Promote alternative modes of transportation through a pedestrian and multi-use trail network.
- Create and uphold quality build and site design standards within nodes and along development corridors to bolster community identity and pride.
- Encourage the use of on-site stormwater mitigation for parking areas such as pervious pavements, bio-swales and bio-retention areas.

Implementation Measures

- Investigate ways to bolster community identity through the potential use of design overlays or subarea plans to further identify mechanisms through which a cohesive function and appearance for each node may be strengthened and maintained.
- Ensure that appropriate phasing of development occurs in regards to infrastructure improvements, particularly sewer expansions and road improvements.

Quality Community Objectives	Development Corridor	Neighborhood Center	Town Center	Regional Center	Employment Center	Major Highway Corridor	Business & Retail Pkwy. Corridor	McFarland-Stoney Point LCI	Heavy Industrial	Lakeside Residential	River Residential
Traditional Neighborhood. Traditional Neighborhood development is comprised of human scale development with a mix of uses located within easy walking distance of one another.		✓	✓					✓		✓	
Infill Development. To maximize the use of existing infrastructure and minimize the conversion of underdeveloped land, the development or redevelopment of sites within targeted areas of a community should be encouraged.	✓	✓	✓		✓		✓	✓			
Transportation Alternatives. To promote connectivity, reduce traffic congestion and promote better stewardship of the environment, communities should offer transportation alternatives such as transit, bicycle routes and pedestrian facilities.	✓	✓	✓	✓	✓			✓		✓	✓
Regional Identity. Each region should promote and preserve a regional identity or sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together or other shared characteristics.				✓				✓		✓	
Heritage Preservation. The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community and protecting scenic or natural features that are important to defining the community's character.		✓	✓							✓	✓
Open Space Preservation. New development should be designed to minimize the amount of land consumed, and open space should be set aside for use as parks or as greenbelts and wildlife corridors.	✓	✓	✓	✓	✓			✓		✓	✓
Environmental Protection. Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining endemic character or quality of life for the community or region.											
Growth Preparedness. A community needs to identify the type of growth that it would like to achieve. Through the comprehensive planning process, a community can set the foundation for desired growth.	✓		✓	✓	✓			✓	✓	✓	✓
Appropriate Business. A community should encourage the development and expansion of business and industries that are compatible with the goals and resources of the area.	✓	✓	✓	✓	✓			✓	✓		
Employment Options. A community must strive to provide a range of job types to meet the diverse needs of employers and the local workforce.	✓	✓	✓	✓	✓			✓	✓		
Housing Options. A community must be able to provide a variety of housing options such as size, cost and density so that those who work in the community can also live there.										✓	✓
Educational Opportunities. Education and training opportunities must be readily available in each community. Residents should have access to programs and facilities that will enable them to acquire improved job skills, keep pace with technological advances or pursue entrepreneurial opportunities.	✓			✓	✓			✓			
Regional Solutions. Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer. Combined local governmental efforts provide greater financial, political, human capital and other resources for addressing broad issues.				✓				✓			
Regional Cooperation. In order to ensure that ventures, such as protection of shared natural resources or the development of transportation networks are successful, regional cooperation should be encouraged.				✓		✓		✓			

Quality Community Objectives	Estate Residential	Suburban Living	Suburban Attached	Village Living	Transitional Corridor	Conservation Area	Recreational Area	Thoroughfare	Community Node
Traditional Neighborhood. Traditional Neighborhood development is comprised of human scale development with a mix of uses located within easy walking distance of one another.		✓	✓	✓	✓				✓
Infill Development. To maximize the use of existing infrastructure and minimize the conversion of underdeveloped land, the development or redevelopment of sites within targeted areas of a community should be encouraged.				✓	✓				✓
Transportation Alternatives. To promote connectivity, reduce traffic congestion and promote better stewardship of the environment, communities should offer transportation alternatives such as transit, bicycle routes and pedestrian facilities.	✓	✓	✓	✓	✓	✓	✓	✓	✓
Regional Identity. Each region should promote and preserve a regional identity or sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together or other shared characteristics.								✓	✓
Heritage Preservation. The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community and protecting scenic or natural features that are important to defining the community's character.	✓	✓				✓		✓	✓
Open Space Preservation. New development should be designed to minimize the amount of land consumed, and open space should be set aside for use as parks or as greenbelts and wildlife corridors.	✓	✓	✓	✓	✓	✓	✓	✓	✓
Environmental Protection. Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining endemic character or quality of life for the community or region.	✓	✓				✓	✓		
Growth Preparedness. A community needs to identify the type of growth that it would like to achieve. Through the comprehensive planning process, a community can set the foundation for desired growth.			✓	✓	✓				✓
Appropriate Business. A community should encourage the development and expansion of business and industries that are compatible with the goals and resources of the area.									
Employment Options. A community must strive to provide a range of job types to meet the diverse needs of employers and the local workforce.									✓
Housing Options. A community must be able to provide a variety of housing options such as size, cost and density so that those who work in the community can also live there.	✓	✓	✓	✓	✓				
Educational Opportunities. Education and training opportunities must be readily available in each community. Residents should have access to programs and facilities that will enable them to acquire improved job skills, keep pace with technological advances or pursue entrepreneurial opportunities.									
Regional Solutions. Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer. Combined local governmental efforts provide greater financial, political, human capital and other resources for addressing broad issues.									
Regional Cooperation. In order to ensure that ventures, such as protection of shared natural resources or the development of transportation networks are successful, regional cooperation should be encouraged.						✓		✓	

Policies

The policies seek to guide and direct implementation of the community vision as well as address community identified issues and opportunities as presented within the Community Agenda. The statements outlined below are the efforts Forsyth County shall employ over the long-range planning period to usher the plan into practice.

Housing

- Meet future housing demand as the county's population substantially expands during the long-range planning period.
- Support efforts that further the completion of partially finished housing developments.
- Continue to search for methods, including incentive provisions, to expand affordable and workforce housing opportunities to provide households and individuals with lower than median incomes with a viable option to live in the county.
- Encourage development of housing options that enable residents to live close to their places of employment.
- Promote the concept of 'lifecycle' housing within the community by supporting the development of a variety of housing types, styles and price ranges.
- Encourage interactive neighborhoods where people have easy access to parks, common open space, residences and businesses through walkways, bike paths and roads thereby creating a live-work-play atmosphere.
- Necessitate that new residential developments have direct, pedestrian access to public institutions, neighborhood commercial centers and public recreational spaces.
- Require quality housing be constructed and properly maintained.
- Seek to address substandard housing through code revisions.
- Consider the formation of a county housing office or authority that would work to accommodate the diverse housing needs that will continue to grow as the population expands.
- Identify appropriate locations for mixed used developments and research methods to encourage such developments to locate within the county.
- Evaluate code requirements for residential zoning districts and make any necessary modifications in order to meet character area objectives.
- Research and incorporate density bonus-options for multi-family developments.
- Advance the development of senior living facilities in order to keep pace with the changing demographics of our community.
- Advocate subdivision designs that are contextually sensitive to the layout of the land and that are screened from the major roadways with natural buffers or geographical features.

Natural and Cultural Resources

- Ensure safe and adequate supplies of water through conservation and protection of surface and ground water sources.
- Pursue long-term water supply through a multi-faceted approach via public as well as private partnerships including the potential use of additional reservoirs, adaptive re-use of existing quarries and groundwater resources.
- Implement water quality protection for all water bodies per local, state and federal requirements.
- Adequately address drought conditions through conservation measures and public education for indoor and outdoor water use.
- Monitor the water rate system to sustain water conservation efforts.
- Recommend more compact development in order to preserve natural and cultural resources.
- Be committed to preserving greenspace and meaningful open space.
- Explore incentives for additional open space that exceed code requirements.
- Maintain tree replacement efforts including the pursuit of funding, when available, for tree planting projects.
- Encourage the reduction of impervious surfaces including the use of such methods as pervious parking surfaces.
- Investigate and pursue farmland protection measures such as transfer of development (TDR) and land stewardship programs.
- Sustain efforts to protect environmentally sensitive lands through code measures that will lesson degradation and destruction of these important areas.
- Continue to implement greenway plans and passive recreation opportunities that will foster the conservation of open space and viewsheds.
- Investigate and pursue funding opportunities to expand land and river trail networks.
- Update the county greenspace plan to increase options for green infrastructure planning.
- Support cultural resource preservation education, related to both architectural and landscape resources, in order to promote preservation choices for property owners.
- Sponsor waste reduction and recycling initiatives.

Community Facilities and Services

- Make efficient use of existing infrastructure and public facilities in order to minimize the need for costly new or expanded facilities while also providing a phasing program for facilities that have reached the end of their lifecycle.
- Protect existing infrastructure investments by encouraging infill development and compact development patterns.
- Address development by planning for an adequate level of service so community residents and employers are served effectively across the county.
- Monitor development within our community to make certain that new areas of growth are served by public infrastructure.
- Continue to coordinate provisions for public facilities and services with land use planning to promote more compact development.
- Use sequential, phased extensions of utilities and services to encourage rational expansion of development to areas immediately contiguous to already developed sections of the community.
- Employ planned infrastructure expansion to support development in areas identified in our comprehensive plan as suitable for such development.
- Continue to invest in accessible parks, open space, recreational facilities and public gathering places to enhance the quality of life for our citizens.
- Endorse both land and river trail systems as a local and regional recreation amenity that requires planning and funding support.
- Support the local school board and encourage school location decisions that sustain the community's overall growth and development plans.
- Continue to ascertain that new and existing development is supported adequately by necessary infrastructure, particularly roads, schools, public safety protection, water supply and wastewater treatment systems.
- Continue to investigate water conservation measures for the community to aid in the protection of water supply resources.
- Provide educational tools and resources for the community to increase water conservation.
- Adequately plan for water infrastructure needs through a multi-faceted approach in order to meet increased water demand.
- Support the use and development of environmentally sustainable building and landscape practices to reduce energy and water needs.
- Consider both public and private partnerships to satisfy water supply needs.
- Address the necessity to treat and return wastewater to the watersheds as quickly as possible.
- Efficiently manage sewer systems including the potential partnership with, or the acquisition of, private sewer systems.
- Continue to work with the state health department to guarantee septic systems are in compliance to prevent groundwater contamination.
- Support water re-use methods as part of an integrated water conservation program including water re-use irrigation systems.
- Foster high design standards for community facilities to generate local community pride and to establish standards for quality private sector development within the community.
- Forsyth County public safety personnel will continue to serve and protect the citizens and visitors of the county through dedication, professionalism, active cooperation with the com-

- munity and respect for human dignity.
- The Forsyth County Parks and Recreation Department will continue to improve the quality of life for the citizens of the county by providing quality programs, facilities and opportunities.
- The Forsyth County Board of Education will continue to offer quality education, programs and facilities to the citizens of the county.
- Pursue funding mechanisms for continued social services support.
- Direct attention to the need for a new detention center and courthouse.
- Maintain and expand recreational opportunities around Lake Sidney Lanier.
- Continue to update county master plans to adequately address current and anticipated demands for community facilities and services. As part of this process, funding mechanisms will be identified to provide for necessary development.
- Accommodate expansion of senior services as necessary to meet the needs of the senior population.
- Research and follow through on funding options for senior and social services to aid in the maintenance and growth of these services.

Economic Development

- Seek to balance the supply of housing and employment in our community and consider their locations in relation to each other in order to reduce traffic and expand the non-residential tax base.
- Promote public transit opportunities to accommodate employees who live both within and without the county.
- Support programs for the retention, expansion and creation of businesses that enhance our economy.
- Take into account impacts on infrastructure and natural resources as decisions are made regarding economic development projects.
- Continue to partner with the Georgia Department of Community Affairs, Georgia Mountains Regional Commission, Cumming-Forsyth County Chamber of Commerce and other entities to find solutions to establishing diverse, long-term employment opportunities and to advance economic development within the county.
- Carefully consider costs as well as benefits in making decisions on proposed economic development projects.
- Target reinvestment in declining, existing corridors to further encourage private sector redevelopment and accommodate future growth.
- Continue to work closely with the Cumming-Forsyth County Chamber of Commerce, citizens and land developers to promote the county as an attractive area for industries to locate such as high-tech, medical and communications corporations.
- Secure stable water supply sources for future business growth.
- Continue to make transportation improvements to boost business recruitment.
- Address gaps in sewer infrastructure, particularly along Ronald Reagan Boulevard and other identified development corridors and employment centers.
- Promote existing business parks and the McFarland-Stoney Point Livable Centers Initiative (LCI) area for economic development opportunities.
- Investigate the viability of entering into public-private partnerships in order to attract suitable development projects within the McFarland-Stoney Point Livable Centers Initiative (LCI).
- Foster educational excellence and higher education opportunities.
- Seek partnerships with higher education institutions located within the county to assist new and existing businesses with employee training.
- Market quality of life amenities existent within Forsyth County to the business community.
- Continue to develop and implement a county-wide economic development vision and business recruitment plan.
- Leverage SR 400 as a business and information technology corridor.
- Promote the expansion of a fiber optic network to increase communication capabilities.
- Explore strategies to extend professional office uses within designated development corridors and employment centers.
- Advance Lake Sidney Lanier and other target destinations through tourist initiatives and promotions, including the support of resort developments in appropriate locations.
- Seek funding opportunities for business incubators.
- Consider tax digest concerns related to the anticipated growth of the senior population.
- Continue to attract businesses, residents and visitors through thoughtfully planned growth that sustains community facilities and services.

Land Use

- Ensure the county zoning code is adequately addressing the needs of an expanding population that will undergo demographic changes through time.
- Seek to expand non-residential uses to balance the county tax digest within identified development nodes and corridors.
- Encourage a variety of housing choices to accommodate residents across the life span.
- Investigate a potential special use district for car dealerships to optimize location options and tailor design regulations for these unique retail establishments.
- Be committed to encouraging pedestrian scaled developments in select areas of the county that are mixed use and focused on multi-modal transportation options.
- Support walkable and safe neighborhoods. Where appropriate, these neighborhoods should have easy access to a variety of land uses including schools, parks and necessary commercial services without having to travel by motorized vehicle.
- Examine pedestrian-oriented design standards and amend the county zoning code, as necessary, to support an alternative transportation network between land uses.
- Promote connections between residential developments via a multi-use trail system.
- Continue to update the Forsyth County Bicycle Transportation and Pedestrian Walkways 2025 Plan to maximize alternative transportation opportunities.
- Endorse pedestrian and bicycle projects and seek funding to expand project implementation across the county so that land uses may be interconnected by an integrated network of sidewalks and multi-use trails.
- Foster design elements that add value to the community and enhance visual context.
- Adopt non-residential performance standards to improve the function and appearance of localities according to character area goals.
- Study land use permissions for non-residential uses to improve delineations between zoning districts.
- Consider an incentive program for increased height allowances within office and mixed used developments based on appropriate character areas.
- Increase performance standard options related to the development of streetscape amenities.
- Provide development regulations for office, industrial and academic campus settings to achieve adequate internal circulation for cars and pedestrians as well as proper buffering between land uses.
- Explore density incentive options for developments providing transit facilities, increased public open space or other community amenities.
- Evaluate code requirements in order to promote high quality residential developments through potential performance standard modifications.
- Protect low density developments through proper code regulations intended to sustain the aesthetic qualities of these areas.
- Pursue the creation of design pattern books and potential design overlay districts to illustrate preferred designs for new developments.
- Endorse compact, nodal commercial development to increase land use efficiency and improve the appearance and functionality of major roadways.
- Examine possible remediation requirements for future re-use of existing sites such as quarries, mines and landfills on an as-needed basis.
- Encourage development that is environmentally sensitive, receptive to cultural resource pro-

tection and that maintains or creates a sense of place for community members.

- Work to incentivize conservation subdivisions.
- Preserve portions of the community's rural character through greenspace planning, encouragement of conservation subdivisions and the utilization of functional open space.
- Enable open space to be contiguous and useable through potential code revisions that address open space regulations.
- Creation of greenspace is important to our community and we will support land uses that contribute to natural resource conservation.
- Coordinate natural resource protection with regional planning initiatives such as the designation of special areas through the state's Regionally Important Resource (RIR) program that is incorporated into regional resource plans.
- Advocate community and development supported agriculture through the creation of community gardens and farm-based amenities within master planned developments.
- Be committed to providing public gathering spaces, parks and recreational facilities throughout the county.
- Advance the incorporation of pocket parks and useable open space amenities within planned developments.
- Contribute to the retention of our historic built environment through the support of cultural resource preservation education for area residents and property owners.
- Our gateways and corridors will create a sense of place for our community.
- Examine methods to strengthen and foster community identity within designated community nodes.
- Be open to land development concepts that may be new to our community, but have been tried successfully in other places.

Transportation System

- Ensure that prime commercial and industrial acreage is served with the necessary transportation infrastructure.
- Our new and reconstructed roadways will continue to be designed to accommodate multiple functions, including pedestrian facilities and bicycle routes as well as local vehicular circulation.
- Continue to update the Forsyth County Major Transportation Plan (CTP) as well as the Forsyth County Bicycle Transportation and Pedestrian Walkways 2025 Plan in order to address level of service needs in an effort to reduce congestion, where present.
- Work to prioritize transportation improvements since funding challenges are anticipated to continue through the long-range planning period.
- Promote necessary transportation projects within the Regional Transportation Plan (RTP), particularly addressing key corridors such as SR 400 widening and additional freeway interchanges.
- Continue to assess access options related to the controlled access portion of SR 400 from SR 369 north to the border with Dawson County.
- Our new and reconstructed roadways will be appropriately designed, using context sensitive design considerations, to enhance community aesthetics and to minimize environmental impacts.
- Continue to partner with the Georgia Department of Transportation (GDOT) to deal with traffic issues along state routes.
- Foster existing relationships with the Atlanta Regional Commission (ARC) in terms of regional transportation planning and air quality concerns.
- Pursue funding opportunities at the federal, state and local levels to support identified transportation projects.
- Periodically assess the truck route ordinance for potential improvements since truck traffic is expected to increase across the long-range planning period.
- Execute zoning code changes, as needed, to support alternative transportation options.
- Encourage mixed use development and other options to allow residents to live in close proximity to their place of employment.
- Make decisions that encourage walking, biking, car-pooling and other alternative transportation choices.
- Continue to support the creation of a county-wide pedestrian and bike path network that should connect with surrounding jurisdictions thereby maximizing destination points.
- Encourage new development that supports and ties in well with existing and planned public transit sites in the community.
- Support plans related to public transit options to relieve congestion through a versatile approach to road capacity issues.
- Carry on enhancement of our transportation corridors with design regulations intended to address roadway aesthetics.
- Explore alternatives to improve the existing Dial-A-Ride program.
- Investigate the possibility of starting a county-wide public transportation system.
- Continue to coordinate bike and pedestrian trails, including greenways, with the local school board and neighboring jurisdictions.
- Sustain the implementation of the McFarland-Stoney Point Livable Centers Initiative (LCI)

plan so that we can provide multi-modal transportation in that area.

- Investigate the National Scenic Byways Program for potential byway recognition and funding related to byway-related projects.
- Develop gateway features on the southern and northern border of SR 400 to provide a welcoming entrance into the county and to promote community pride.
- Encourage safe pedestrian and bicycle travel when trails and sidewalks intersect a roadway through the provision of grade or grade separated crossings that may include raised crosswalks, underpasses or overpasses.
- Consider circular traffic junctions such as a roundabout to accommodate traffic flow and promote vehicular safety.
- Increase public transit options including regional van pools, expanded Xpress 400 bus schedules and improved Dial-A-Ride or similar transit operations.

Intergovernmental Coordination

- Continue to seek opportunities to share services, facilities and information with neighboring jurisdictions when mutually beneficial.
- Continue to engage the City of Cumming concerning planning and economic development initiatives as well as funding opportunities for identified projects.
- Explore cost saving possibilities with the City of Cumming and other jurisdictions, which may include consideration of consolidated services in the long-range planning period.
- Continue to share services and information with other public entities within the jurisdiction.
- Continue to work jointly with neighboring jurisdictions on developing solutions for shared regional issues such as water resources, growth management, alternative transportation, watershed protection and the provision of services.
- Continue to pursue joint processes for collaborative planning and decision making with neighboring jurisdictions.
- Continue to consult other public entities in our area when making decisions that are likely to impact them.
- Continue to provide input to other public entities when they are making decisions that are likely to have an impact on our community or our plans for future development.
- Engage in cooperative planning between the local government and local school board.
- Continue to support existing educational institutions and encourage development of new opportunities to educate our citizens.
- Work together to achieve community objectives and promote community involvement in future county improvement efforts.
- Continue to participate in local and regional economic development organizations.
- Continue to participate in local and regional environmental organizations and initiatives.
- Promote tourism through inter-jurisdictional cooperation.
- Work towards the creation of inter-jurisdictional trail systems as well as forming integrated links between local, state and federal recreational resources.
- Work to meet future water demand via inter-jurisdictional arrangements with the support of intergovernmental agencies, as needed.
- Strengthen the partnership with the Cumming-Forsyth County Chamber of Commerce to expand economic development opportunities.
- Continue to meet regularly with neighboring jurisdictions to maintain contact, build connections and discuss issues of regional concern.
- Continue to think and act regionally, especially in terms of issues such as water, land use, transportation and housing, understanding that these go beyond local government borders.

Short Term Work Program

The short term work program (STWP) is a five-year action plan for the twenty-year planning horizon that the plan encompasses. This action plan aims to address a portion of the community identified issues and opportunities in addition to character area implementation measures. The STWP directs implementation of the community vision in five-year increments to ensure that components of the vision are realized through necessary policy changes, administrative processes essential for the success of these changes, in addition to capital improvements and infrastructure development.

Short Term Work Program (STWP) 2012-2016											
Description	2012	2013	2014	2015	2016	2017 - 2030	Responsibility	Funding Source	Estimated Cost	Impact Fee % of Cost	Explanation of Project Status
Provide planning support to the Board of Commissioners through code and ordinance revisions, special projects and other as-requested tasks.	✓	✓	✓	✓	✓		Planning and Community Development	General Fund	1600 hours per year	0.00%	On-Going. Special projects and requests are anticipated that are not otherwise identified in the projects listed below.
Update the Unified Development Code and other ordinances. Address existing inconsistencies and make additional general improvements, as necessary.	✓	✓	✓	✓	✓		Planning and Community Development	General Fund	200 hours per year	0.00%	On-Going. Continued revisions are anticipated such as potential changes to improve conservation subdivision regulations.
Examine the rezoning process focusing on submittal requirements and the application revision process.	✓	✓	✓	✓	✓		Planning and Community Development	General Fund	40 hours per year	0.00%	On-Going. Continued refinement of the rezoning process is anticipated.
Complete major update to the Comprehensive Plan.	✓						Planning and Community Development	General Fund	60 hours	0.00%	On-Track. Staff will complete the final steps for Comprehensive Plan adoption after state review and approval.
Identify, review and update the Comprehensive Plan and continue to monitor development to determine if the goals and objectives of the plan are being attained.		✓	✓	✓	✓		Planning and Community Development	General Fund	75 hours per year	0.00%	On-Going. Staff will continue to monitor development to verify that the goals and objectives of the plan are being attained as well as make minor amendments when departmental master plans are updated to keep up-to-date with anticipated expansions.
Coordinate with the City of Cumming to identify further opportunities for joint service delivery.	✓						Planning and Community Development	General Fund	120 hours 40 hours per year	0.00%	On-Going. The Service Delivery Strategy update deadline is October 31, 2012, necessitating additional staff hours. Thereafter, an annual review will be performed in order to identify and execute any necessary modifications to the Service Delivery Strategy.
Continue compliance with the procedures for annual review and update of the Capital Improvements Element and Short Term Work Program as required by the Impact Fee Program.	✓	✓	✓	✓	✓		Planning and Community Development Finance	General Fund	85 hours per year	0.00%	On-Going. Staff will continue to prepare annual updates to the Short Term Work Program. Capital Improvements Element and Impact Fee Financial Report.
Provide staff support to the Planning Commission as they continue their efforts to implement the goals and objectives of the Comprehensive Plan.	✓	✓	✓	✓	✓		Planning and Community Development	General Fund	40 hours per year	0.00%	On-Going. Staff will work to provide the support necessary for the Planning Commission to effectively contribute to the implementation of the Forsyth County Comprehensive Plan.
Advance and monitor progress of the McFarland-Stoney Point Livable Centers Initiative (LCI).	✓	✓	✓	✓	✓		Planning and Community Development	General Fund	60 hours per year	0.00%	On-Going. New developments will be inventoried to provide information to ARC regarding plan implementation. In addition, transportation projects will be pursued as funds become available, to support the plan objectives.
Continue to expand and improve the Design Overlay District program.	✓	✓	✓	✓	✓		Planning and Community Development	General Fund	500 hours per year	0.00%	On-Going. Staff will continue to work on the development of overlay projects as prioritized by the Board of Commissioners.
Support implementation of the county's bicycle and pedestrian walkways plan in cooperation with the county school system as well as surrounding jurisdictions.	✓	✓	✓	✓	✓		Planning and Community Development Engineering	General Fund	40 hours per year	0.00%	On-Going. Staff will continue to implement the bicycle and pedestrian walkways plan and shall collaborate with non-county staff, as necessary, to meet the plan's vision of creating an integrated, alternative transportation network.
Strengthen the partnership with the Cumming-Forsyth County Chamber of Commerce to expand economic development opportunities.	✓	✓	✓	✓	✓		Multiple County Departments	General Fund	100 hours per year	0.00%	On-Going. Staff will work closely with the Chamber to provide an environment that seeks to further develop the business community across the county.
Complete annual Opportunity Zone report pursuant to state requirements.	✓	✓	✓	✓	✓		Planning and Community Development	General Fund	40 hours per year	0.00%	On-Going. Staff will perform annual reporting as required.

Description	2012	2013	2014	2015	2016	2017 - 2030	Responsibility	Funding Source	Estimated Cost	Impact Fee % of Cost	Explanation of Project Status
Work towards inter-jurisdictional arrangements to meet future water supply demand.	✓						Multiple County Departments	General Fund	400 hours	0.00%	On-Track. Staff and county officials will act to secure water supply for the near and long-term future.
Evaluate code requirements for residential zoning districts and propose changes to meet character area goals.	✓						Planning and Community Development	General Fund	100 hours	0.00%	On-Track. Staff will draft recommended residential code changes to successfully implement character areas.
Address substandard housing through code revisions.	✓						Planning and Community Development	General Fund	100 hours	0.00%	On-Track. Staff will research and propose code changes related to property maintenance.
Explore incentive programs for increased height allowances within office and mixed use developments based on the provision of specific amenities.	✓						Planning and Community Development	General Fund	75 hours	0.00%	On-Track. Staff will recommend code changes related to non-residential performance standards and residential density to achieve character area goals and objectives.
Incorporate a special use district for car dealerships within the Unified Development Code.	✓	✓					Planning and Community Development	General Fund	60 hours per year	0.00%	On-Track. Staff will draft a special overlay district for car dealerships to include unique development regulations to support this land use.
Adopt and amend non-residential requirements within the Unified Development Code to support character area goals.	✓	✓					Planning and Community Development	General Fund	150 hours	0.00%	On-Track. Staff will draft non-residential performance standard modifications to sustain the form and appearance of character areas that incorporate non-residential uses.
Improve delineations between non-residential zoning districts.	✓	✓					Planning and Community Development	General Fund	100 hours	0.00%	On-Track. Staff will make recommendations to the code's non-residential use chart to clarify and distinguish the various zoning districts from each other.
Explore incentive programs for higher density residential products based on the provision of specific amenities.	✓	✓					Planning and Community Development	General Fund	60 hours	0.00%	On-Track. Staff will recommend code changes related to non-residential performance standards and residential density to achieve character area goals and objectives.
Research incentives and other methods to promote affordable housing through potential Unified Development Code modifications.	✓	✓					Planning and Community Development	General Fund	80 hours per year	0.00%	On-Track. Staff will investigate code mechanisms to foster affordable housing including incentive programs.
Incorporate density bonus options within the Unified Development Code for multi-family developments.	✓	✓					Planning and Community Development	General Fund	150 hours	0.00%	On-Track. Staff will create a density bonus package proposal so that the code is better able to accommodate multi-family units.
Recommend linkages between local, state and federal recreational resources and assist with the pursuit of funding to implement these linkages.	✓	✓					Planning and Community Development	General Fund	50 hours	0.00%	On-Track. Staff will work towards implementation of trail connections between recreational areas.
Encourage community and development supported agriculture through modifications to the Unified Development Code.	✓	✓					Planning and Community Development	General Fund	50 hours	0.00%	On-Track. Staff will propose code measures to accommodate, and possibly incentivize, community-based agriculture.
Promote cultural resource protection and education through partnership with the Georgia Mountain Regional Commission and research potential protection measures that could be incorporated into code regulations.	✓	✓					Planning and Community Development	General Fund	60 hours	0.00%	On-Track. Staff will outline ways to pursue cultural preservation and shall present these options at a Board of Commissioners' work session.
Amend the Unified Development Code to further support pedestrian-oriented design standards focused on an alternative transportation network between land uses.	✓	✓					Planning and Community Development	General Fund	60 hours	0.00%	On-Track. Staff will present code changes related to pedestrian design.
Review open space requirements within the Unified Development Code and make revisions to maximize the utility of these areas.	✓	✓					Planning and Community Development	General Fund	50 hours	0.00%	On-Track. Staff will investigate potential code revisions related to open space.

Description	2012	2013	2014	2015	2016	2017 - 2030	Responsibility	Funding Source	Estimated Cost	Impact Fee % of Cost	Explanation of Project Status
Pursue farmland protection measures through applicable revisions to the Unified Development Code.				✓			Planning and Community Development	General Fund	150 hours	0.00%	On-Track. Staff will suggest code regulations to protect agricultural land through a variety of methods.
Update the county's greenspace plan to reflect the goals and objectives of the Comprehensive Plan as it relates to green infrastructure planning.				✓			Planning and Community Development	General Fund	250 hours	0.00%	In-Progress. In 2008, the Board of Commissioners developed a set of procedures that identified potential greenspace based on criteria established by the Board. This work has been incorporated within the major update of the Comprehensive Plan and will be utilized to help develop a new greenspace plan. Updates to the parks and recreation master plan will also be used to assist the process.
					✓				325 hours	0.00%	
Study the feasibility of gateway features at both the north and south county borders on SR 400.					✓		Planning and Community Development Engineering	General Fund	40 hours	0.00%	On-Track. Staff will present options and considerations for gateway features via a Board of Commissioners' work session.
Encourage the expansion of recreational, lodging and residential facilities around Lake Sidney Lanier through potential code modifications and tourist oriented initiatives.					✓		Planning and Community Development	General Fund	85 hours	0.00%	On-Track. Staff will research potential ways to increase development opportunities around the lake and shall investigate outreach opportunities related to tourism.
Continue to update future-conditions floodplain maps.	✓	✓					Engineering	General Fund	\$225,000	0.00%	On-Going. Staff will continue the map updates per the Metropolitan North Georgia Water District requirements.
Perform mandatory stormwater management plan update.				✓			Engineering	General Fund	\$25,000	0.00%	On-Track. Staff will ensure the completion of the plan update per the Metropolitan North Georgia Water District requirements.
Continue to identify and implement restoration projects as part of the county's watershed improvement plan.	✓	✓		✓			Engineering	General Fund, Potential Grants	\$1,500,000	0.00%	On-Going. Staff will continue to implement projects as required by the Georgia Natural Resource Department's Environmental Protection Division (EPD).
Expand best management practices related to water quality to protect water resources.	✓	✓		✓			Multiple County Departments	General Fund	100 hours per year	0.00%	On-Going. Staff will continue to evaluate water quality protection measures per state and federal regulations. The first two years will be focused on the review and potential modification of ordinances as required by EPD.
				✓					40 hours per year	0.00%	
Perform public education and sponsor outreach activities related to water quality, water conservation and solid waste recycling.	✓	✓		✓			Keep Forsyth Clean & Beautiful	Enterprise Fund, Sponsorships and Donations	\$157,250	0.00%	On-Going. Staff will continue to provide public programs to inform and engage citizens.
GENERAL GOVERNMENT							County	County/SPLOST	Estimated Cost	Impact Fee % of Cost	Explanation of Project Status
	Courthouse	✓	✓							\$50,000,000	0.00%
Animal Shelter	✓	✓					County/SPLOST	\$3,000,000	0.00%	On-Track.	
PUBLIC SAFETY							Sheriff	County	Estimated Cost	Impact Fee % of Cost	Explanation of Project Status
	Sheriff's Administration Building			✓						\$13,888,194	0.00%
Additional Precinct (Northwest)				✓			Sheriff	County	\$2,544,000	0.00%	On-Track.
Additional Precinct (Southeast)				✓			Sheriff	County	\$2,035,200	0.00%	On-Track.
Detention Facility	✓	✓					Sheriff	County/SPLOST	\$50,000,000	0.00%	On-Track.

Description	2012	2013	2014	2015	2016	2017 - 2030	Responsibility	Funding Source	Estimated Cost	Impact Fee % of Cost	Explanation of Project Status
Microwave Communications Link for 800 MHz Radio System	✓						County	County	\$260,000	100.00%	On-Track
New Tower Site for NW Sector of Forsyth County				✓			County	County/ Impact Fees	\$1,600,000	100.00%	On-Track
CAD System Upgrade		✓					County	County/ Impact Fees	\$77,000	100.00%	On-Track
911 Center Expansion				✓			County	County/ Impact Fees	\$500,000	100.00%	On-Track
Fire Station 7 - Silver City							Fire and Rescue	County/ Impact Fees/ SPLOST	\$2,021,000	82.98%	In-Progress
New Ladder Truck					✓		Fire and Rescue	County/ Impact Fees/ SPLOST	\$825,000	100.00%	On-Track
Fire Station 4 - Replacement	✓						Fire and Rescue	County/ SPLOST	\$3,160,000	52.27%	On-Track
Fire Station 3 - Replacement		✓					Fire and Rescue	County/ SPLOST	\$3,450,000	78.12%	On-Track
Fire Station 8 - Replacement			✓				Fire and Rescue	County/ SPLOST	\$3,550,000	71.31%	On-Track
Fire Station 6 - Vickery				✓			Fire and Rescue	County/ Impact Fees/ SPLOST	\$2,021,000	100.00%	On-Track
Fire Station 17 - Matt / Old Federal					✓		Fire and Rescue	County/ Impact Fees/ SPLOST	\$3,460,000	100.00%	On-Track
PUBLIC LIBRARIES						2017 - 2030	Responsibility	Funding Source	Estimated Cost	Impact Fee % of Cost	Explanation of Project Status
Post Road	✓	✓					Public Libraries	County/ SPLOST	\$7,580,000	0.00%	On-Track
Northwest Branch Library (Land / Building)		✓				✓	Public Libraries	County/ SPLOST	\$101,466,003	100.00%	On-Track
South District Expansion	✓	✓					Public Libraries	County/ SPLOST	\$3,800,000	100.00%	On-Track
PARKS AND RECREATION						2017 - 2030	Responsibility	Funding Source	Estimated Cost	Impact Fee % of Cost	Explanation of Project Status
Bennett Park							Parks & Recreation	County/ SPLOST/ Park Bond	\$1,000,000	0.00%	In-Progress
Midway Park							Parks & Recreation	County/ SPLOST/ Park Bond	\$520,000	0.00%	In-Progress
Sharon Springs Park							Parks & Recreation	County/ SPLOST/ Park Bond	\$630,000	0.00%	In-Progress
Sawnee Park Facilities							Parks & Recreation	County/ SPLOST	\$220,000	0.00%	In-Progress

Description	2012	2013	2014	2015	2016	2017 - 2030	Responsibility	Funding Source	Estimated Cost	Impact Fee % of Cost	Explanation of Project Status
Big Creek Greenway Phase 3							Parks & Recreation	County/ Park Bond/ Impact Fees	\$11,400,000	29.82%	In-Progress
Fowler Park							Parks & Recreation	County/ SPLOST	\$18,000,000	0.00%	In-Progress
South Recreation Center							Parks & Recreation	County/ Park Bond/ Impact Fees	\$6,500,000	62.96%	On-Track
Develop North Park (Lanierland)		✓					Parks & Recreation	County/ SPLOST	\$12,000,000	100.00%	On-Track
Northwest Park - Land (Wallace Tatum)	✓						Parks & Recreation	County/ Park Bond	\$2,880,000	0.00%	On-Track
Northwest Park - Development (AKA "Soccer Complex II")			✓				Parks & Recreation	County/ Impact Fees	\$12,000,000	100.00%	On-Track
Sawnee Mountain Preserve Phase 3	✓						Parks & Recreation	County/ SPLOST	\$3,500,000	0.00%	On-Track
Charleston Park Phase 1	✓						Parks & Recreation	County/ SPLOST	\$1,100,000	0.00%	On-Track
Threatt Park			✓				Parks & Recreation	County/ SPLOST	\$12,000,000	100.00%	On-Track
Central Park Recreation Center Addition							Parks & Recreation	County/ SPLOST	\$2,750,000	0.00%	In-Progress
Central Park Improvements							Parks & Recreation	County/ SPLOST	\$300,000	0.00%	On-Track
Coal Mountain Park Improvements							Parks & Recreation	County/ SPLOST	\$200,000	0.00%	On-Track
Windermere Park Improvements							Parks & Recreation	County/ SPLOST	\$20,000	0.00%	On-Track
Eagle's Beak			✓				Parks & Recreation	County/ SPLOST	\$1,000,000	100.00%	On-Track
Etowah Blueway							Parks & Recreation	County/ SPLOST	\$1,000,000	0.00%	On-Track
Athletic Fields Construction	✓						Parks & Recreation	County/ SPLOST	\$7,900,000	0.00%	On-Track
Big Creek Greenway Phase 4	✓						Parks & Recreation	County/ SPLOST	\$4,000,000	0.00%	In-Progress
Big Creek Greenway Phase 5	✓						Parks & Recreation	County/ SPLOST	\$4,000,000	0.00%	In-Progress
Lake Park Improvements	✓		✓				Parks & Recreation	County/ SPLOST	\$7,200,000	0.00%	On-Track
Ducktown Park Improvements							Parks & Recreation	County/ SPLOST	\$550,000	0.00%	On-Track
South Forsyth Soccer Complex Improvements							Parks & Recreation	County/ SPLOST	\$160,000	0.00%	On-Track
Bethel Park			✓				Parks & Recreation	County/ SPLOST	\$4,900,000	0.00%	On-Track
Design Fees for Projects							Parks & Recreation	County/ SPLOST	\$1,700,000	0.00%	In-Progress

Description	2012	2013	2014	2015	2016	2017 - 2030	Responsibility	Funding Source	Estimated Cost	Impact Fee % of Cost	Explanation of Project Status
Big Creek Greenway - Trail Heads		✓					Parks & Recreation	County/ Impact Fees	\$3,000,000	100.00%	On-Track.
Buice Recreation Center							Parks & Recreation	County/ Impact Fees	\$5,200,000	100.00%	On-Track.
McClure Greenspace		✓					Parks & Recreation	County/ Impact Fees	\$1,000,000	100.00%	On-Track.
Harrison Greenspace		✓					Parks & Recreation	County/ Impact Fees	\$1,000,000	100.00%	On-Track.
Echols Greenspace		✓					Parks & Recreation	County/ Impact Fees	\$1,000,000	100.00%	On-Track.
Buice Greenspace		✓					Parks & Recreation	County/ Impact Fees	\$1,000,000	100.00%	On-Track.
WATER	2012	2013	2014	2015	2016	2017 - 2030	Responsibility	Funding Source	Estimated Cost	Impact Fee % of Cost	Explanation of Project Status
Source Water	✓						Water & Sewer	Water & Sewer	\$1,500,000	0.00%	On-Track.
Distribution			✓				Water & Sewer	Water & Sewer	\$2,000,000	0.00%	On-Track.
Water Master Plan Improvements - Lines			✓	✓			Water & Sewer	Water & Sewer	\$13,702,782	0.00%	On-Track.
Water Master Plan Improvements - Tanks							Water & Sewer	Water & Sewer	\$0	0.00%	On-Track.
Water Master Plan Improvements - Pumps		✓					Water & Sewer	Water & Sewer	\$116,100	0.00%	On-Track.
Water Master Plan Improvements - HSPs			✓				Water & Sewer	Water & Sewer	\$750,000	0.00%	On-Track.
Gwinnett Water Connection	✓		✓				Water & Sewer	Water & Sewer	\$500,000	0.00%	On-Track.
Transportation Relocations											
SR 20 at Chattahoochee River Bridge - Water Relocates	✓						Water & Sewer	Water & Sewer	\$239,360	0.00%	On-Track.
SR 20 at Chattahoochee River Bridge - 16" Bridge Line	✓						Water & Sewer	Water & Sewer	\$93,900	0.00%	On-Track.
SR 369 at Six Mile Creek Bridge - Water Relocates							Water & Sewer	Water & Sewer	\$0	0.00%	On-Track.
SR 369 at Two Mile Creek - Water Relocates							Water & Sewer	Water & Sewer	\$0	0.00%	On-Track.
SR 9 at SR 141 Intersection	✓						Water & Sewer	Water & Sewer	\$837,073	0.00%	On-Track.
Facilities											
Water Treatment Facility Expansion	✓						Water & Sewer	Water & Sewer	\$3,000,000	0.00%	On-Track.
Dewatering Building							Water & Sewer	Water & Sewer	\$0	0.00%	On-Track.

Description	2012	2013	2014	2015	2016	2017 - 2030	Responsibility	Funding Source	Estimated Cost	Impact Fee % of Cost	Explanation of Project Status
SCADA Improvements (eng & implementation)	✓	✓	✓				Water & Sewer	Water & Sewer	\$3,000,000	0.00%	On-Track.
Security / Vulnerability Assessment Upgrades		✓					Water & Sewer	Water & Sewer	\$300,000	0.00%	On-Track.
Water & Sewer Administration Building							Water & Sewer	Water & Sewer	\$0	0.00%	On-Track.
Expansion of Maintenance Facility					✓		Water & Sewer	Water & Sewer	\$2,000,000	0.00%	On-Track.
WASTEWATER	2012	2013	2014	2015	2016	2017 - 2030	Responsibility	Funding Source	Estimated Cost	Impact Fee % of Cost	Explanation of Project Status
Collection System											
Lower Big Creek Pump Station and FM (GEFA Loan)	✓						Water & Sewer	Water & Sewer	\$3,000,000	0.00%	On-Track.
Manor/Fowler Pump Station and FM	✓	✓					Water & Sewer	Water & Sewer	\$2,092,750	0.00%	On-Track.
Lower Cogburn Gravity Line			✓				Water & Sewer	Water & Sewer	\$1,569,535	0.00%	On-Track.
Brannon Road Gravity Sewer					✓		Water & Sewer	Water & Sewer	\$700,000	0.00%	On-Track.
Newton PS and FM					✓		Water & Sewer	Water & Sewer	\$663,890	0.00%	On-Track.
Three Chimneys PS Phaseout	✓						Water & Sewer	Water & Sewer	\$204,525	0.00%	On-Track.
Chadbourne Gravity Sewer Upgrade			✓				Water & Sewer	Water & Sewer	\$888,870	0.00%	On-Track.
Sewer Master Plan Upgrades							Water & Sewer	Water & Sewer	\$0	0.00%	On-Track.
Facilities											
Chattahoochee Discharge	✓	✓	✓				Water & Sewer	Water & Sewer	\$3,795,000	0.00%	On-Track.
Shakerag WRF	✓	✓	✓				Water & Sewer	Water & Sewer	\$27,000,000	0.00%	On-Track.
Shakerag WRF Design (permitting & construction management)	✓	✓	✓				Water & Sewer	Water & Sewer	\$1,700,000	0.00%	On-Track.
Shakerag Collection System	✓	✓	✓				Water & Sewer	Water & Sewer	\$3,317,400	0.00%	On-Track.
Fowler WRF Expansion - Membranes 1.88 / 2.50 mgd	✓		✓				Water & Sewer	Water & Sewer	\$1,200,000	0.00%	On-Track.
Septage Receiving Station (Fowler)		✓	✓				Water & Sewer	Water & Sewer	\$1,000,000	0.00%	On-Track.
Dewatering Building (Fowler)							Water & Sewer	Water & Sewer	\$0	0.00%	On-Track.
Rotary Drum Screens (Fowler)				✓			Water & Sewer	Water & Sewer	\$2,000,000	0.00%	On-Track.
Dick's Creek WRF Sludge Processing	✓						Water & Sewer	Water & Sewer	\$400,000	0.00%	On-Track.
Dick's Creek WRF 365 Discharge (permitting)	✓						Water & Sewer	Water & Sewer	\$100,000	0.00%	On-Track.
Dick's Creek Reuse Connection to 20-inch main							Water & Sewer	Water & Sewer	\$0	0.00%	On-Track.
James Creek / Windermere Interconnect		✓					Water & Sewer	Water & Sewer	\$500,000	0.00%	On-Track.
James Creek WRF Phase 3 Expansion - 0.75 mgd				✓			Water & Sewer	Water & Sewer	\$425,000	0.00%	On-Track.

Description	2012	2013	2014	2015	2016	2017 - 2030	Responsibility	Funding Source	Estimated Cost	Impact Fee % of Cost	Explanation of Project Status
James Creek WRF Phase 4 Expansion - 1.0 mgd							Water & Sewer	Water & Sewer	\$0	0.00%	On-Track.
James Creek WRF Future Expansion - 2.0 mgd							Water & Sewer	Water & Sewer	\$0	0.00%	On-Track.
Manor WRF Cold Weather Discharge	✓						Water & Sewer	Water & Sewer	\$1,000,000	0.00%	On-Track.
Manor WRF Expansion - 0.5 mgd							Water & Sewer	Water & Sewer	\$0	0.00%	On-Track.
Manor WRF Aeration and Pumps - Basin 2							Water & Sewer	Water & Sewer	\$0	0.00%	On-Track.
TRANSPORTATION & ROADS Note: If road impact fee program is adopted, it will be used as a funding source							Sponsor at Current Phase	Funding Source	Estimated Cost	Impact Fee % of Cost	Explanation of Project Status
PE = Design, RoW = Right of Way Acquisition CST = Construction - L = Local - S = State - F = Federal - D = Developer							Local/State/Fed	Local/State/Fed	See Note 1	0.00%	In-Progress & On-Track.
SR 20 (Buford Highway) Segment 4 - Samples Rd / Trammel Rd to James Burgess Rd	RoW - F, S			CST - S, F		CST - F, S	Local/State/Fed	Local/State/Fed	See Note 1	0.00%	In-Progress & On-Track.
McGinnis Ferry Road (Sargeant Rd to Union Hill Rd)						PE, RoW, CST - L, S, F	State	Local/State/Fed	See Note 1	0.00%	In-Progress & On-Track.
Bethelview Road (SR 9 to Castleberry Rd)	CST - L, S, F					CST - F, S	Local/State/Fed	Local/State/Fed	See Note 1	0.00%	In-Progress & On-Track.
Bethelview Road (Castleberry Rd to SR 20)	RoW - L, S, F					UTL, L, CST - F, S	Local	Local/State/Fed	See Note 1	0.00%	In-Progress.
Castleberry Road - (Bethelview Rd to Hutchinson Rd)				CST - L			Local	Local	See Note 1	0.00%	In-Progress.
Chamblee Gap Road (Bethelview Rd to Pavement - current end of graveled section)	RoW - CST - L						Local	Local	See Note 1	0.00%	In-Progress & On-Track.
Brookwood Road - SR141 (Peachtree Pkwy) to McGinnis Ferry Rd						RoW - L, CST - L	Local	Local	See Note 1	0.00%	In-Progress.
Union Hill Road: GA 400 to McFarland Rd (Segment 1)						CST - L	Local	Local	See Note 1	0.00%	In-Progress.
McFarland Road: GA 400 to McGinnis Ferry Rd (Segment 1)						PE - L, CST - L	Local	Local	See Note 1	0.00%	In-Progress.
Buford Dam Road - SR 9 (Atlanta Rd) to Sanders Rd City Project							Local	Local/State	See Note 1	0.00%	In-Progress.
Pilgrim Mill Road - City Limits to Freedom Parkway						PE - L, CST - L	Local	Local	See Note 1	0.00%	In-Progress.
Union Hill Road / Mullinax Road: McFarland Rd to SR 9 (Atlanta Hwy) Segment 2	RoW - L, CST - L					RoW - L, CST - L	Local	Local	See Note 1	0.00%	On-Track.
Intersection Improvements	CST - L						Local/State/Fed	Local/State/Fed	See Note 1	0.00%	In-Progress.
Traffic Safety Improvements	CST - L						Local	Local	See Note 1	0.00%	In-Progress.
Pavement Widening / Reclamation	CST - L						Local	Local	See Note 1	0.00%	In-Progress.
Upgrade Gravel Roads	CST - L						Local	Local	See Note 1	0.00%	In-Progress.
Resurfacing	CST - L						Local	Local	See Note 1	0.00%	In-Progress.
Old Atlanta Road - Sharon Rd to Nichols Rd	RoW - CST - L						Local	Local	See Note 1	0.00%	On-Track.
Old Atlanta Road - Nichols Rd to James Burgess Rd	CST - L						Local	Local	See Note 1	0.00%	In-Progress.

Description	2012	2013	2014	2015	2016	2017 - 2030	Responsibility	Funding Source	Estimated Cost	Impact Fee % of Cost	Explanation of Project Status
Old Atlanta Road - James Burgess Rd to McGinnis Ferry Rd						RoW - L, CST - L	Local	Local	See Note 1	0.00%	On-Track.
Sharon Road - SR 141 (Peachtree Pkwy) to Old Atlanta Rd	RoW - L		ROW - L	CST - L		CST - L	Local	Local	See Note 1	0.00%	On-Track.
Kelly Mill Road - SR 371 (Post Rd) to Bethelview Rd	CST - L						Local	Local	See Note 1	0.00%	On-Track.
Ronald Reagan Boulevard - McFarland Rd to Shiloh Rd Segment 2						PE - L, RoW - L, CST - L	Local	Local	See Note 1	0.00%	In-Progress.
Ronald Reagan Boulevard - Shiloh Rd to Majors Rd						PE - L, RoW - L, CST - L	Local	Local	See Note 1	0.00%	In-Progress.
McGinnis Ferry Road (Sargeant Rd to Chattahoochee River)							Local/State	State/Fulton Co./Local/Developer	See Note 1	0.00%	In-Progress.
Transportation - Bike / Pedestrian Sidewalk											
Melody Mizer Lane (Daves Creek Elementary to Old Atlanta Rd)	PE - L, ROW - L, CST - L							Local		0.00%	On-Track.

Note: 1. Estimated Total Project Cost per Major Transportation Plan and Regional Transportation Plan.

A RESOLUTION BY THE BOARD OF COMMISSIONERS OF FORSYTH COUNTY, GEORGIA ADOPTING A COMPREHENSIVE PLAN FULL UPDATE AND AUTHORIZING AND DIRECTING THE NOTIFICATION OF THE GEORGIA MOUNTAINS REGIONAL COMMISSION OF SAME

WHEREAS, the Forsyth County Board of Commissioners (“Board of Commissioners”) is the governing authority of Forsyth County, Georgia; and,

WHEREAS, in that capacity, the Board of Commissioners is charged and empowered to exercise both zoning and planning powers related to the jurisdictional boundaries of Forsyth County; and,

WHEREAS, the Georgia Planning Act of 1989, O.C.G.A. 45-12-200, et seq., places upon local governments certain planning requirements, including the creation of a comprehensive plan; and,

WHEREAS, Forsyth County, Georgia is a Qualified Local Government in compliance with the Georgia Planning Act of 1989, and has completed a Comprehensive Plan Full Update; and

WHEREAS, this Comprehensive Plan Full Update was prepared in accordance with the Minimum Planning Standards and Procedures for Local Comprehensive Planning established by the Georgia Planning Act of 1989; and

WHEREAS, public hearings were held on October 25, 2011, before the Forsyth County Planning Commission and on September 2, 2010, and December 1, 2011, before the Board of Commissioners, in order to allow public input with respect to the Comprehensive Plan Full Update; and

WHEREAS, the Board of Commissioners adopted a resolution on December 15, 2011 approving the transmittal of the Comprehensive Plan Full Update to the Georgia Mountains Regional Commission; and

WHEREAS, the Comprehensive Plan Full Update was delivered to the Georgia Mountains Regional Commission for review on December 27, 2011; and

WHEREAS, the Georgia Mountains Regional Commission advised the County on February 10, 2012, that it had no comments with respect to the Comprehensive Plan Full Update;

NOW, THEREFORE, BE IT RESOLVED, that the Forsyth County Board of Commissioners does hereby adopt the Comprehensive Plan Full Update as per the requirements of the Georgia Planning Act of 1989.


BE IT FURTHER RESOLVED, that the Planning and Community Development Department is authorized and directed to notify the Georgia Mountains Regional Commission in writing of the adoption of the Comprehensive Plan Full Update no later than seven (7) days from the date of the adoption of this resolution.

THIS RESOLUTION is adopted, and shall become effective, this 15th day of March, 2012.

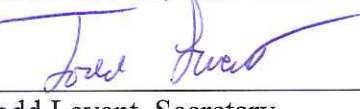
FORSYTH COUNTY BOARD OF COMMISSIONERS



Jim Boff, Chairman



Patrick B. Bell, Vice Chairman



Todd Levent, Secretary

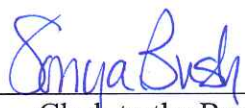


Ralph J. Amos, Member



Brian R. Tam, Member



Attest: 

Clerk to the Board

**A RESOLUTION AUTHORIZING THE TENDER OF THE FORSYTH COUNTY
COMPREHENSIVE PLAN UPDATE – COMMUNITY AGENDA – TO THE
GEORGIA MOUNTAINS REGIONAL COMMISSION**

WHEREAS, the Forsyth County Board of Commissioners (“Board of Commissioners”) is the governing authority of Forsyth County, Georgia; and,

WHEREAS, in that capacity, the Board of Commissioners is charged and empowered to exercise both zoning and planning powers related to the jurisdictional boundaries of Forsyth County; and,

WHEREAS, the Georgia Planning Act of 1989, O.C.G.A. 45-12-200, et. seq., places upon local governments certain planning requirements, including the creation of a comprehensive plan; and,

WHEREAS, a mandatory component of compliance with the Georgia Planning Act, is the creation and tender of a Community Agenda, as provided in the Rules of Georgia Department of Community Affairs, Rule 110-12-1-.05:

The purpose of the Community Agenda is to lay out a road map for the community’s future, developed through a very public process of involving community leaders and stakeholders in making key decisions about the future of the community. The Community Agenda is the most important part of the plan, for it includes the community’s vision for the future, key issues and opportunities it chooses to address during the planning period, and its implementation program for achieving this vision and addressing the identified issues and opportunities. The Community Agenda is intended to generate local pride and enthusiasm about the future of the community, thereby making citizens wish to ensure that the plan is implemented.

WHEREAS, upon completion of the required Community Assessment and Community Participation Program, DCA rules (110-12-1-.08) require that:

. . . the local government must submit its Community Agenda to the regional development center for review. The mandatory review period for the Community Agenda is 60 days. However, in order to ensure adequate time for review, revision, and adoption, the Department recommends that the local government submit the Community Agenda for review no less than 120 days prior to the recertification date.

WHEREAS, prior to delivery of the Community Agenda to the regional development center, it is required that Forsyth County hold a public hearing:

The . . . required public hearing must be held once the Community Agenda has been drafted and made available for public review, but prior to its transmittal to the regional development center for review. The purpose of this hearing is to brief the community on the contents of the Community Agenda, provide an opportunity for residents to make final

suggestions, additions or revisions, and notify the community of when the Community Agenda will be submitted to the regional development center for review. Once public comments have been addressed, the Community Agenda must be transmitted to the regional development center by resolution of the governing body.

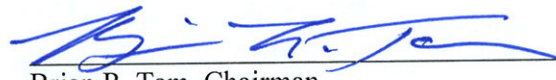
WHEREAS, the public hearing anticipated in the above paragraph shall occur on December 1, 2011 with transmittal of the Community Agenda to occur thereafter.

NOW THEREFORE BE IT RESOLVED, that in accord with the Georgia Planning Act of 1989, O.C.G.A. 45-12-200, and those pertinent rules of the Georgia Department of Community Affairs, the Forsyth County Board of Commissioners does hereby declare:


1. That on December 1, 2011 a public hearing occurred wherein the public was afforded the opportunity to provide public comment on the Community Agenda; and,
2. That following the public hearing and as a result thereof, the Board of Commissioners does hereby direct that the Comprehensive Plan Full Update's Community Agenda be transmitted to the Georgia Mountain Regional Commission for review, in accord with those authorities set forth above.

SO RESOLVED this 15th day of December, 2011.

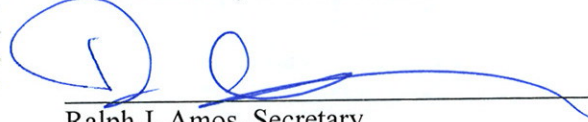
FORSYTH COUNTY BOARD OF COMMISSIONERS



Brian R. Tam, Chairman



Patrick B. Bell, Vice Chairman



Ralph J. Amos, Secretary




Jim Boff, Member



Todd Levent, Member



Attest:


Clerk to the Board