# PAULDING COUNTY, GEORGIA

## Land Use Plan
## 2017 Comprehensive Plan

# PAULDING COUNTY, GEORGIA

## Land Use Plan

PREPARED BY:

Georgia CONSERVANCY

Our mission is to protect and conserve Georgia's natural resources through advocacy, engagement and collaboration.

MARCH 2017

THIS REPORT WAS CREATED IN PARTNERSHIP WITH

The College of Design
Georgia Institute of Technology
245 4th St. NW | Atlanta, GA 30332

# GEORGIA CONSERVANCY SUSTAINABLE GROWTH

In its 22 years, the Sustainable Growth program has conducted over 37 community-based planning projects in neighborhoods, communities, cities and counties focusing on issues surrounding natural resource protection, green space accessibility, sustainable land use, and live-work connectivity. Typically, this process is done in coordination with an academic partner; in this case, Georgia Institute of Technology's College of Design was engaged in the planning process. This process is one of the most highly respected planning processes in our state because of its inclusiveness, transparency and technical quality.

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# INTRODUCTION

Pressures on Paulding County's natural resources, communities, infrastructure and quality of life are continual as the county's population continues growing, markets and lifestyles naturally evolve, and infrastructure ages daily. Planning for Paulding County's future is not only required through the Georgia Department of Community Affairs but is also a pragmatic exercise in good governance, as the county looks to maintain its assets, competitiveness as an affordable community, and quality character as one the Metro Atlanta area's green counties.

Planning for a county's future necessitates an initial step of evaluating current conditions and then considering the future pressures anticipated by best data on population growth, economic development, and water impacts, among other factors. By understanding the fundamental position of the county in providing basic services to its current residents, it can then be better understood how population change impacts those service demands. Layered onto these considerations are responsibilities of maintaining aspects of the county which are valued by current residents and will be in demand by future residents. A way forward in managing resources, both natural and man-made, to accommodate change while investing in treasured community characteristics becomes evident.

This land use study, while complex in its detail and scope, followed a simple, logical process of identifying natural and man-made features, understanding why the county has developed in the manner that it has, and then considering how county leadership might best address future development and economic demands with an eye towards good natural resource stewardship. Good natural resource stewardship is both a pragmatic, cost-conscious consideration—access to quality drinking water can become a cost burden of immense proportion and an economic development killer, for example—but is also a leadership commitment the county has clearly established through its role in preserving the Sheffield and Paulding Forest Wildlife Management Areas, among other investments in quality of life assets.

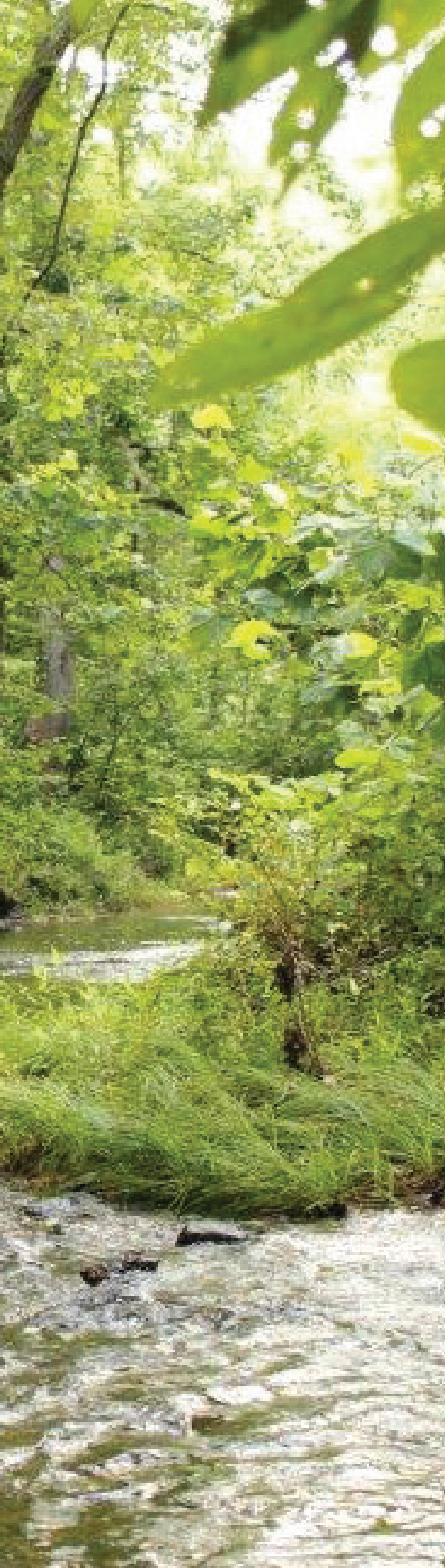
Thus, this land use study relied heavily on GIS to identify and map current conditions, with a base map of the county's watersheds. It was critical to not only understand current conditions in order to evaluate accommodation of future change, but to also understand where current conditions existed within a drainage basin context. Development of land and provision of services via infrastructure are heavily influenced by the contour of the land. Wastewater and drinking water systems optimize downslope flow; land development is less expensive on flat land; and central travel corridors often follow ridge lines. Arguably, the most significant challenge for Paulding County's future—not unlike state and global challenges—is the management of water. As previously stated, access to drinking water will be a limiting factor on the county's growth while obligations to manage wastewater and stormwater can easily become crippling government costs, passed along to businesses, residents, and tourists therefore making the county an expensive place to live and conduct business.

The methodology undertaken to perform this land use study is discussed in greater detail in the following Analysis section. However, it is important to note that the process involved consideration of existing natural and built environment/infrastructure conditions; involved the review of previous, relevant plans and studies; and included interviews with representatives of authorities and entities having various responsibilities related to Paulding County's natural and built environment, environmental compliance, and service provision to the county's citizens and businesses. This approach was undertaken in order to identify common goals and opportunities, to arrive at multi-benefit investments of time and effort through land use recommendations, and to uncover any conflicts among the previous plans and responsibilities in order to address those conflicts within the land use plan. The study team found common goals and critical leverage opportunities among the various plans and relevant authorities, adding further merit and importance to the recommendations documented in this report.

This land use study revealed the value in continuing to direct future growth in areas already supplied with water and wastewater services, while encouraging future development to be impact-conscious in its footprint and connections. In prioritizing new development on vacant lots already served by water and sewer and prioritizing redevelopment in both established residential and commercial centers, both county government and future residents benefit from cost savings while natural resource impacts are minimized. This study also uncovered the challenges in development patterns that would worsen traffic and erode natural amenities highly valued among residents. As a result, the recommendations contained in this report reflect strategies which leverage existing infrastructure and established neighborhoods while accommodating growth in more natural or rural expanses through moderation and character-sensitive approaches.

This Land Use Plan supports the Community Goals identified:

1. PROTECT AND PRESERVE NATURAL RESOURCES
2. TARGET GROWTH
3. LEVERAGE AND PROMOTE EXISTING AND NEW ASSETS
4. CREATE CONNECTIONS
5. MAINTAIN FISCAL VIABILITY



# ANALYSIS

Paulding County is at a critical point in deciding its future – growth is inevitable, but the county has also retained natural and rural character elements that are recognized as invaluable. New growth cannot occur at the expense of the natural environment, and in truth, these elements can coexist through thoughtful planning.

To understand the conditions currently existing in the county and to work toward its future vision, the land use team studied both the existing environmental and infrastructure elements. This analysis informed the plan on where growth and development should occur, areas that need special consideration, and where new growth is not appropriate.

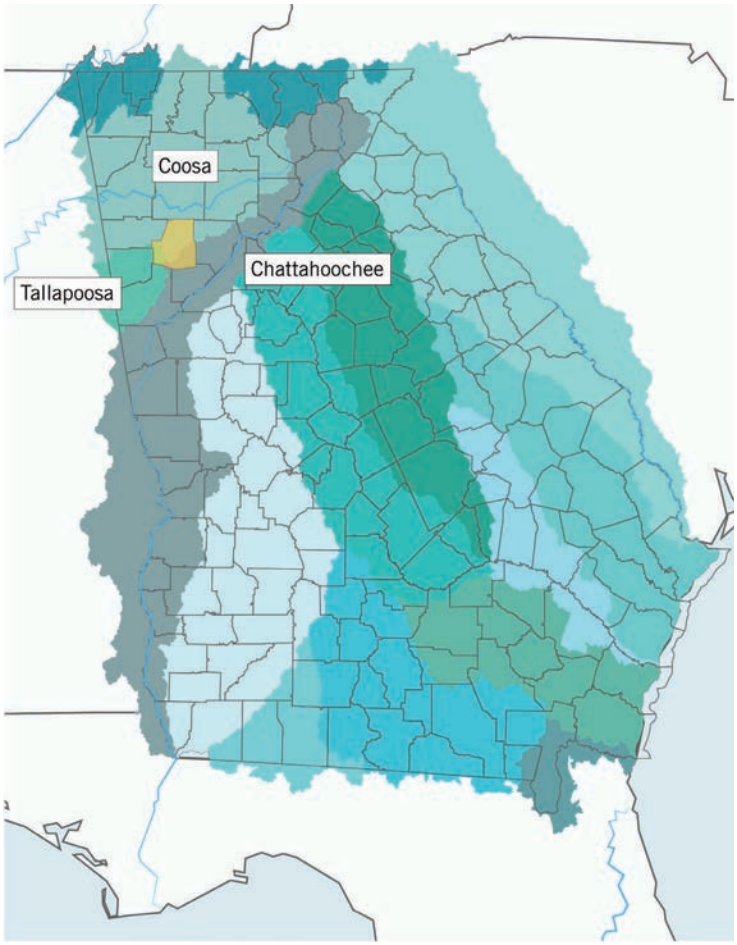
First, we must understand the facts of the land – where has infrastructure been provided by the county for growth expansion and investment; where are key assets to the county; and what areas could be capitalized on for future growth? The predicted growth is far above the current capacity the county can provide water service. This challenge can begin to be addressed through this land use plan. By clearly understanding from an ecological and investment perspective where growth can and should occur, we establish a future land use plan. Only then can future projects around economic development and transportation plans can be identified.

# LAND AND WATER ECOLOGY

Water effects everyone by aspects of both quality and quantity. This land use study utilized the framework of the larger watersheds within Paulding County, and the smaller sub-drainage basins within the county.

Watershed boundaries tend to be designated by topography and ridge lines, meaning that the water which falls in a specific area will stay within that defined area. Development patterns within these areas affect the water quality, adding to impervious surface area and causing water to run more quickly off surfaces and into creeks and rivers. This can cause erosion, sediment issues, and pollution. Paulding has experienced significant flooding issues in the past and continued growth could intensify these events into the future. Understanding how to live and work with water is critical to understanding how to manage the land.

There are 46 sub-drainage basins in Paulding County that feed the larger watershed and are impacted by human development.



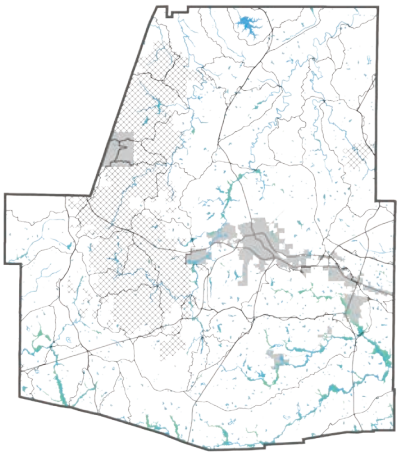

MAP 1.1

Paulding County is included in the Metro North Georgia Water Planning District (Metro Water District) and required to adhere to the District's plans and policies. The District was created by the Georgia General Assembly in 2001 as a planning agency focusing on regional water resources. Analyzing current land use conditions and potential future land use impacts through the perspective of drainage basins and watersheds, the land use team ensures that Paulding County is meeting its management responsibilities towards water supply and conservation, wastewater and stormwater.

# WATERSHEDS AND DRAINAGE BASINS

MAP 1.2

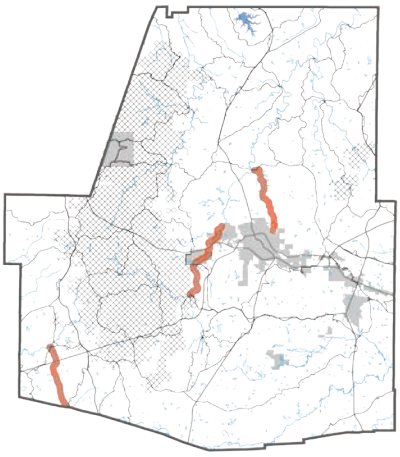
# ENVIRONMENTAL ANALYSIS



MAP 2.1

## HYDROLOGY & WETLANDS

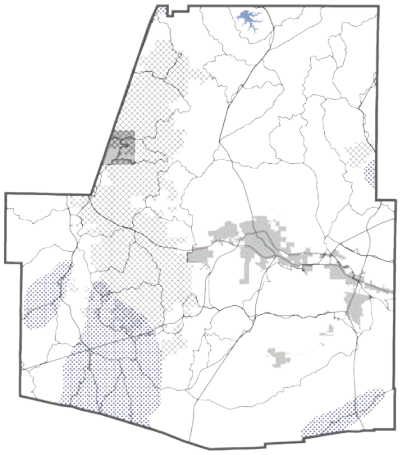
This highlights the County's water features and low lying land areas.



MAP 2.2

## IMPAIRED STREAMS

There are three impaired streams listed on the Georgia Environmental Protection Division website; these impairments are due to water quality issues related to runoff.



MAP 2.3

## GROUNDWATER RECHARGE AREAS

Groundwater recharge areas are important for replenishing the aquifer.

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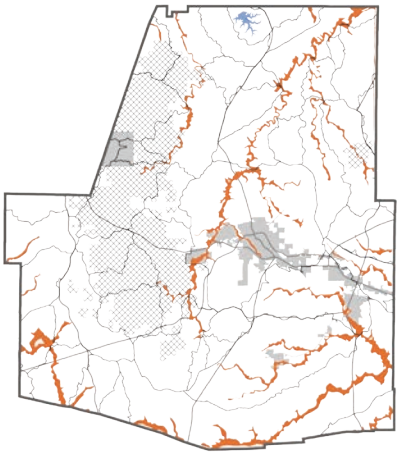
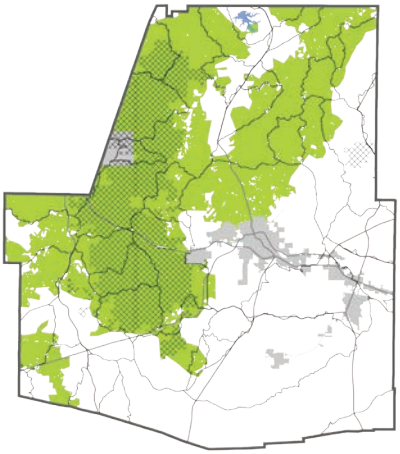
The ecological components of the county are more permanent components, unchanging without human intervention. Over 40 years ago the county entered into agreements with the State of Georgia Department of Natural Resources (DNR) to manage wildlife on a certain property in the county, and then leased an additional 15,000 acres to create a 25,000 acre Wildlife Management Area (WMA). These protections,



MAP 24

FEMA FLOODPLAINS

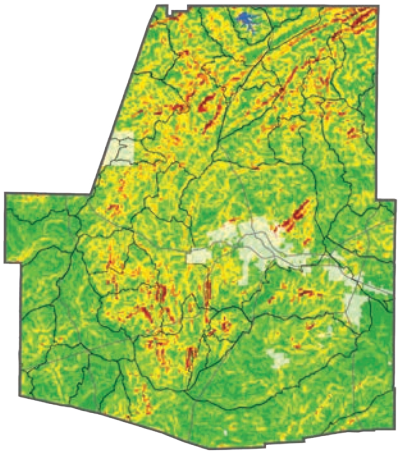
The national designation of floodplains highlights areas which are inappropriate for or difficult to build on because of susceptibility to flooding.



MAP 2.5

SEF'S PRIORITY ECOLOGICAL AREAS

The Southeastern Ecological Framework (SEF) determined by the Environmental Protection Agency signals these areas of significant importance for maintaining ecological diversity.



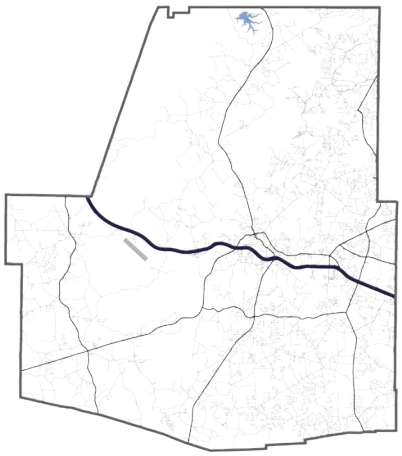
MAP 2.6

SLOPE ANALYSIS

Darker red and yellow areas show where future development would be difficult because of significant slopes.

while not permanent, have significantly limited development on the western portion of the county, and should remain an ecological boundary. The impact of these WMAs combined with limited infrastructure, have protected Paulding County from rapid growth to this point and should remain an important contributor to the character of the county.

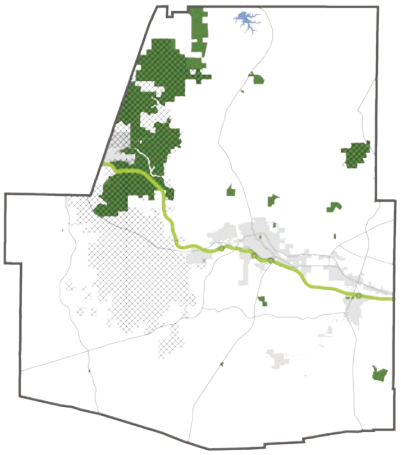
# INFRASTRUCTURE ANALYSIS



MAP 2.7

## ROAD NETWORK

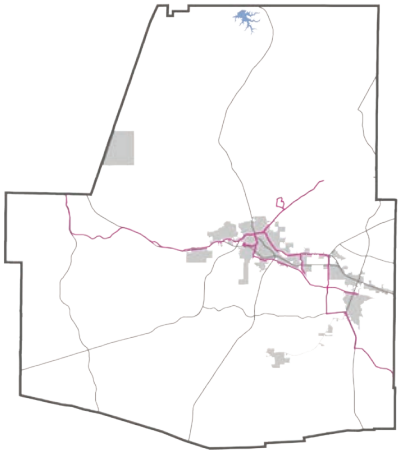
The road network includes all state and county roads, and all the local roads and paths that lead to subdivisions and within subdivisions. The road network is not extensive or well-connected, which is a concern because the roads should be linking things together – creating ways to get from place to place.



MAP 2.8

## PARKS AND GREENSPACE

The Silver Comet Trail is a major resource for the county because it is a protected public area and the amount of travelers using it annually make it important for both economic development and tourism.



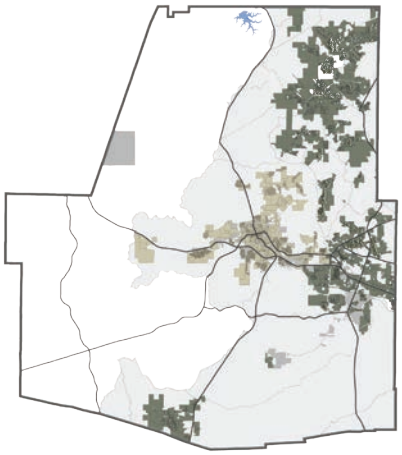
MAP 2.9

## FIBER NETWORK

The fiber network begins to tell us where development is likely to occur in the future, as the new technology expands and is in higher demand. Major developments dependent on information technology will begin to cluster along those areas.

---

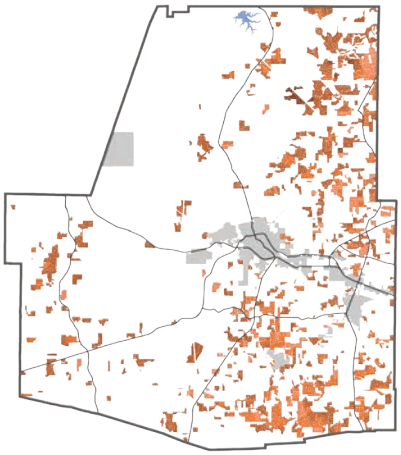
Following an analysis of the environmental conditions, the team studied the infrastructure system in the county to determine where future development is appropriate, and where it may be less desirable in terms of provision of service and infrastructure capacity. Infrastructure includes all the framework elements for development to occur – a road network, sewer and water pipes, schools – as well as a history of development to see existing development patterns that have resulted from past county decisions.



MAP 2.10

### PARCELS SERVED BY SEWER

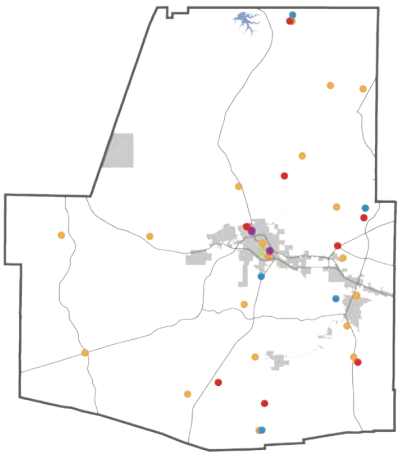
The distribution of these locations is a problem because sewer locations appear to be responding to developer demand rather than intention by the county. Many of the sewer lines go through vacant parcels and are detached from one another. The entire drainage basin in gray is effected by any parcel served by sewer.



MAP 2.11

### SUBDIVISION HISTORY

The suburban development map does not show a strong trend of development in a particular area, but is scattered across the county. When this information is combined with the sewer data, it is revealed that there is a significant reliance on septic tanks or slow connection to the sewer system.



MAP 2.12

### SCHOOL LOCATIONS

Schools are a part of public infrastructure because their locations influence development and traffic.

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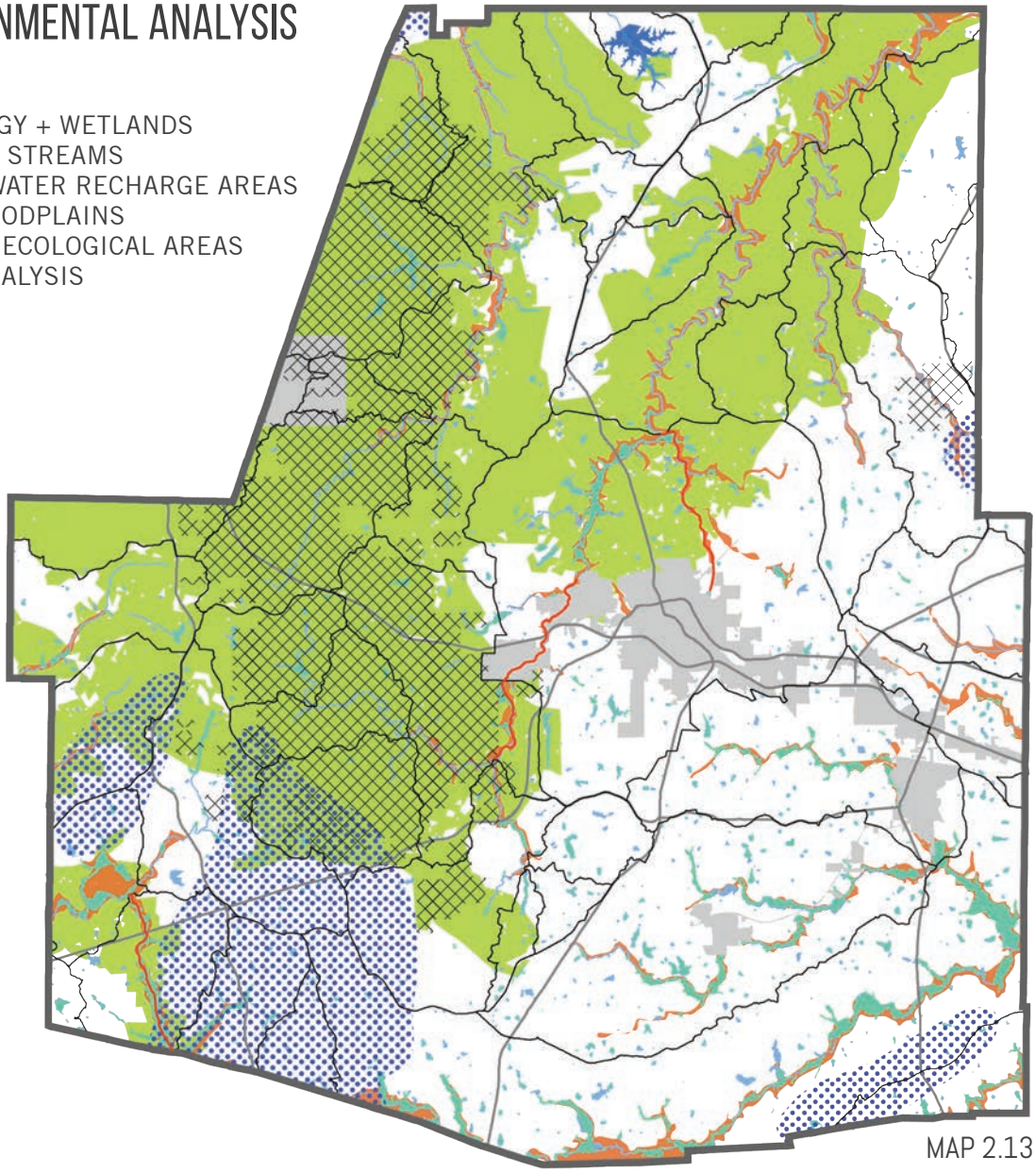
Growth influences are from the southern edge of the county closer to Interstate 20, as well as from the east, closer to metropolitan Atlanta. Regionally, Paulding County is still relatively rural as compared to other counties surrounding metropolitan Atlanta.

However, the location of sewer in the county has been the primary driver of both residential and commercial development over the past 30-40 years. Sewer line locations are scattered across the eastern and southern portions of the county – through vacant lots, and sometimes not connected to a larger network. This appears to have been “on-demand” by developers rather than a planned approach to growth that is both logical and cost-effective.

# ENVIRONMENTAL ANALYSIS

HYDROLOGY + WETLANDS
IMPAIRED STREAMS
GROUNDWATER RECHARGE AREAS
FEMA FLOODPLAINS
PRIORITY ECOLOGICAL AREAS
SLOPE ANALYSIS



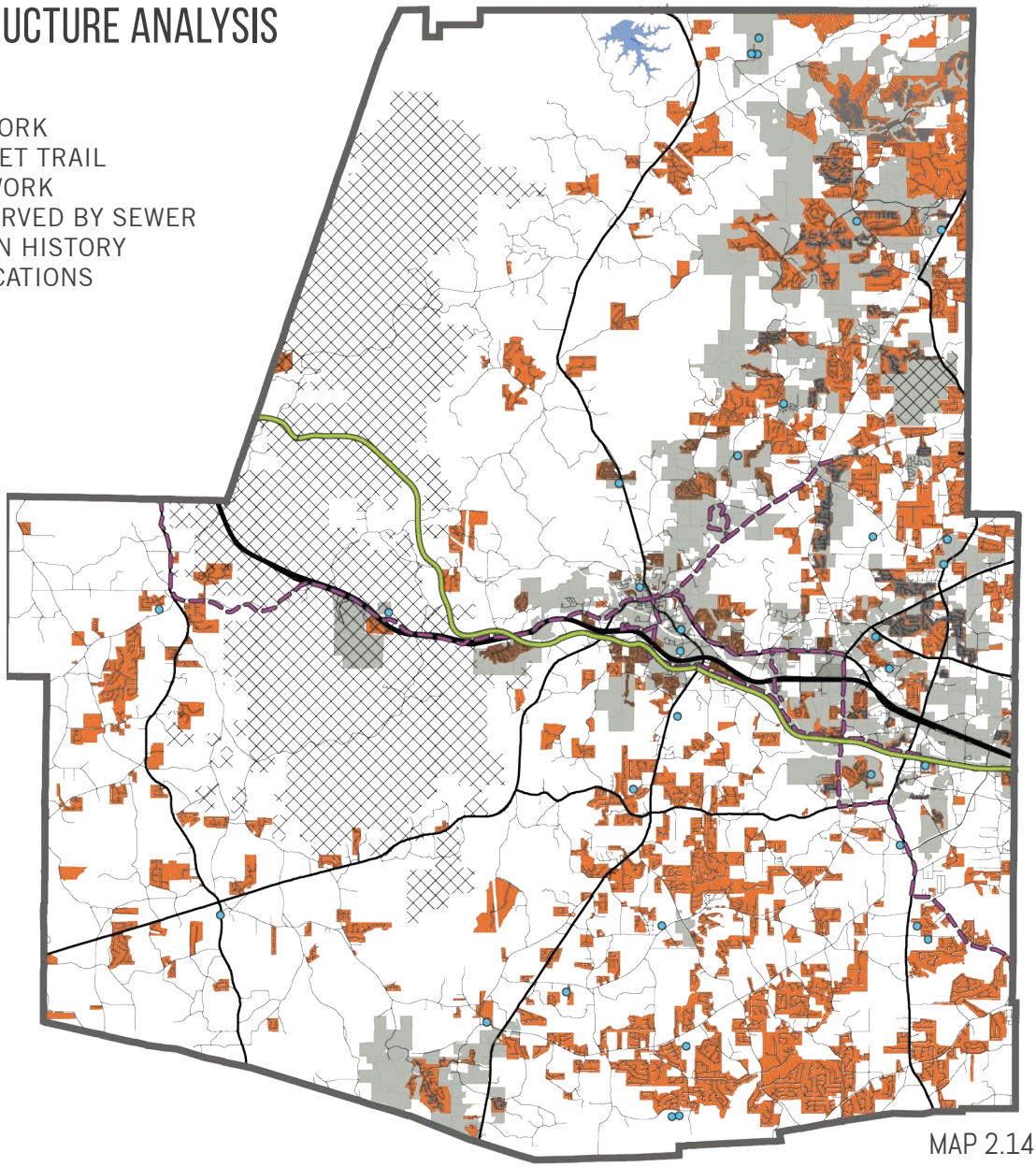
MAP 2.13

When the infrastructure data is layered, concentration of these systems within the eastern portion of the county is revealed. This suggests that about a quarter of the county is already served by sewer, and the southern half of that is an area that is primarily on septic.

The development in these areas should be appropriately controlled so that sewer system expansion is planned in a logical and effective way, and new septic opportunities are carefully considered in light of their location.

# INFRASTRUCTURE ANALYSIS

ROAD NETWORK
SILVER COMET TRAIL
FIBER NETWORK
PARCELS SERVED BY SEWER
SUBDIVISION HISTORY
SCHOOL LOCATIONS



MAP 2.14

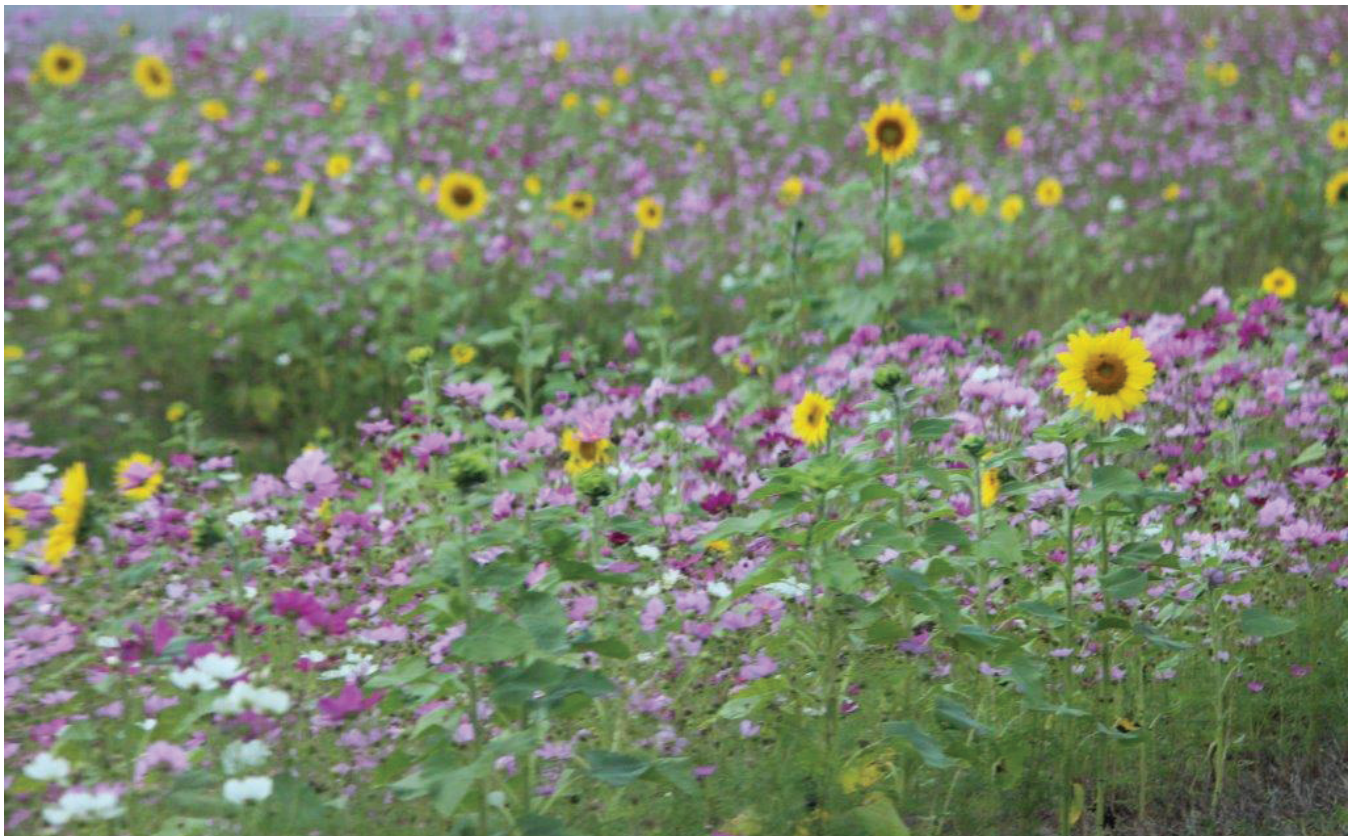
The environmental and infrastructure analysis suggest that the western half the county should remain in a conservation area with limited development, and the other eastern half of the county is the more logical location for future development, as services, most significantly sewer, have already been invested in here and the capacity to absorb development still exists in those systems.

SPEED
HUMP
25
DODGE

# FUTURE DEVELOPMENT

The vision for the future of Paulding County creates a pattern of development and growth that builds upon existing services and infrastructure. This focus will allow for the County's other goals to be achieved as well: greater protection of natural resources, better connectivity for all transportation modes, and maintaining fiscal viability. The vision is based on the needs demonstrated in the residential population forecasts and economic development potentials. The Comprehensive Plan's Character Areas create a framework for the future for Paulding County to be a vibrant live, work, and play community – highlighting its existing assets and improving the quality of future developments.

The Paulding County Character Areas are based on three critical concerns. First is existing infrastructure – roads, sewer and water – and the need to infill new development where infrastructure now exists and the necessity to wisely manage any future extensions. Second are environmental and ecological issues which help to define where future development should or should not occur. Third is to provide for economic development in ways that are fiscally and environmentally appropriate for Paulding County.



The Character Areas are as follows:

- Conservation
- Community Residential
- Rural
- Corridors
- Crossroad Communities

In addition, Target Areas identify developments/projects that require attention because of their potential to catalyze growth in sustainable ways.

This emphasis on fiscal and environmental stewardship for Paulding County's future must be accompanied by sound regulations for subdivisions of land, land-uses, and infrastructure planning. Of particular importance is subdivision regulation because of its role in binding land use regulations and provisions of infrastructure. The Character Areas are defined in such a way that enable subdivision regulations to take a primary role in the future planning and development. This means that each Character Area would have one "district" within the overall County subdivision regulations. This is an innovation in the County's land use controls, but will be essential for a fiscally and environmentally sustainable future.

# CONSERVATION

## SPECIFIC LAND USES ALLOWED IN THE CONSERVATION CHARACTER AREA::

Agriculture; Conservation; Municipal or public use; Bicycles / Pedestrian trails; Passive recreation; Wildlife and fisheries management

## COMPATIBLE ACTIVE ZONING CLASSIFICATIONS:

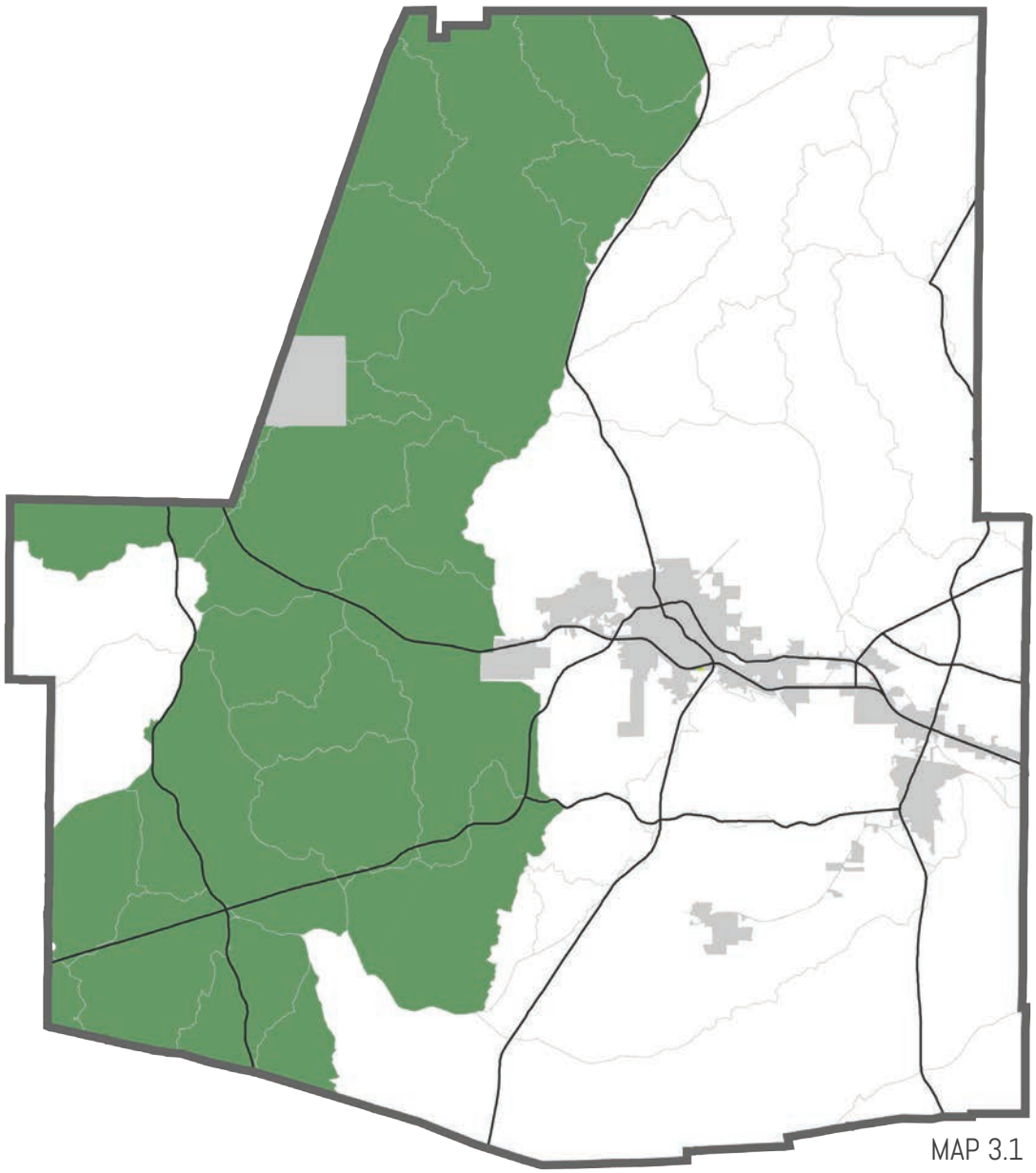
A-1: Agricultural

CONSERVATION VISION STATEMENT:
Maintain natural, rural character and protect and enhance environmentally sensitive areas.

The Conservation Character Area is defined by the specific boundaries of hydrologic drainage basins that have significant environmental or hydraulic importance and are not currently served by sewer. Driven by the environmental analysis described in the previous section, the Conservation Character Area covers the majority of the western portion of Paulding County and includes groundwater recharge areas, existing WMA and preserved lands, priority ecological areas, and the future reservoir. Environmental Planning Criteria developed by the Department of Natural Resources and enforced by DCA require local governments to protect groundwater recharge areas within their jurisdictions. If followed, the proposed subdivision regulations for this Character Area would ensure the County is complying with this aspect of the Criteria.

SUBDIVISION REGULATIONS / KEY DEVELOPMENT PATTERNS

- Prepare and adopt a district-based subdivision ordinance for this specific Character Area.
- Very large minimum lot size requirements (10+ acres) to limit development density and protect, environmental resources, farmland and rural character
- Preservation of environmentally sensitive areas by setting them aside as public parks, trails, or greenbelts or various means of land conservation and protection.
- Establish a policy to prohibit sewer and water extensions “on demand” by developers and coordinate with new subdivision district regulations and zoning amendments.



MAP 3.1

# RURAL

RURAL VISION STATEMENT:
Maintain rural character while allowing for residential development on septic tank.

The Rural Character Area is defined by drainage basins that have neither significant environmental nor hydraulic importance and are not currently served by sewer. However, the location is disconnected from major infrastructure networks. Any future development must limit demand on county resources, specifically avoiding the need for sewer or water extensions.

## SPECIFIC LAND USES ALLOWED IN THE RURAL CHARACTER AREA:

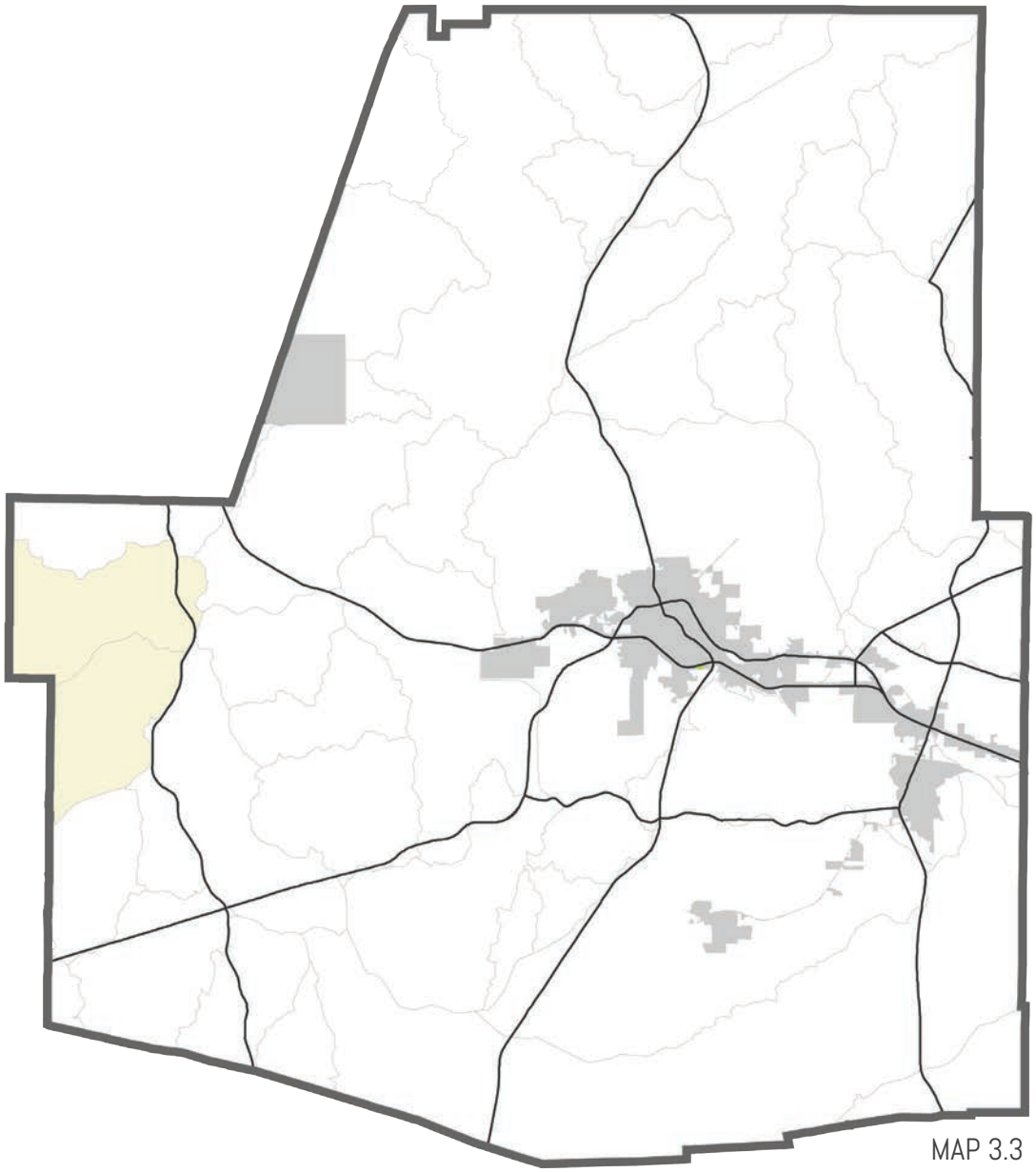
Agricultural
Conservation
Residential
1 Unit or Less per 2 acres
Bicycles / Pedestrian trails;
Passive recreation;
Wildlife and fisheries management

## COMPATIBLE ACTIVE ZONING CLASSIFICATIONS:

A-1: Agricultural
R-2: Suburban Residential District
NB: Neighborhood Business

## SUBDIVISION REGULATIONS / KEY DEVELOPMENT PATTERNS

- Prepare and adopt a district-based subdivision ordinance for this specific Character Area.
- Large minimum lot size requirements (2+ acres) or cluster development specifically designed for septic tank development. The aim is to limit development density and protect farmland and rural character, while prohibiting sewer and water extensions.
- Enlisting significant site features (view corridors, water features, farmland, wetlands, etc.) as amenities that shape the identity and character of new development.
- Septic use should be carefully monitored based on State regulations and annual inspections.
- Hamlet type developments with buildings clustered at center, clearly defined edges surrounded by open space, as defined in a new district in the Paulding County Subdivision Regulations.



MAP 3.3

# COMMUNITY RESIDENTIAL

COMMUNITY RESIDENTIAL VISION STATEMENT:
Encourage walkable and interconnected residential developments that highlight the natural environment.

The Community Residential Character Area is defined by specific hydrologic drainage basins that are currently served or expected to be served by sewer. Driven by the existing infrastructure and development mapped in the previous section, the Community Residential Character Area includes the majority of eastern Paulding County. Development should be concentrated around sewer access and the existing undeveloped subdivisions. Any future developments must protect floodplains, stream buffers and any other environmental concerns. This Character Area currently includes two impaired streams, resulting from nonpoint source pollution impacts. Following recommended subdivision regulations/key development patterns for this Character Area is consistent with efforts to manage the Total Maximum Daily Loads (TMDLs) in these streams and, ultimately, remove them from impaired status. The recommendations also contemplate future nonpoint source pressures from additional development and the need to keep other streams from being listed as impaired.

SUBDIVISION REGULATIONS / KEY DEVELOPMENT PATTERNS

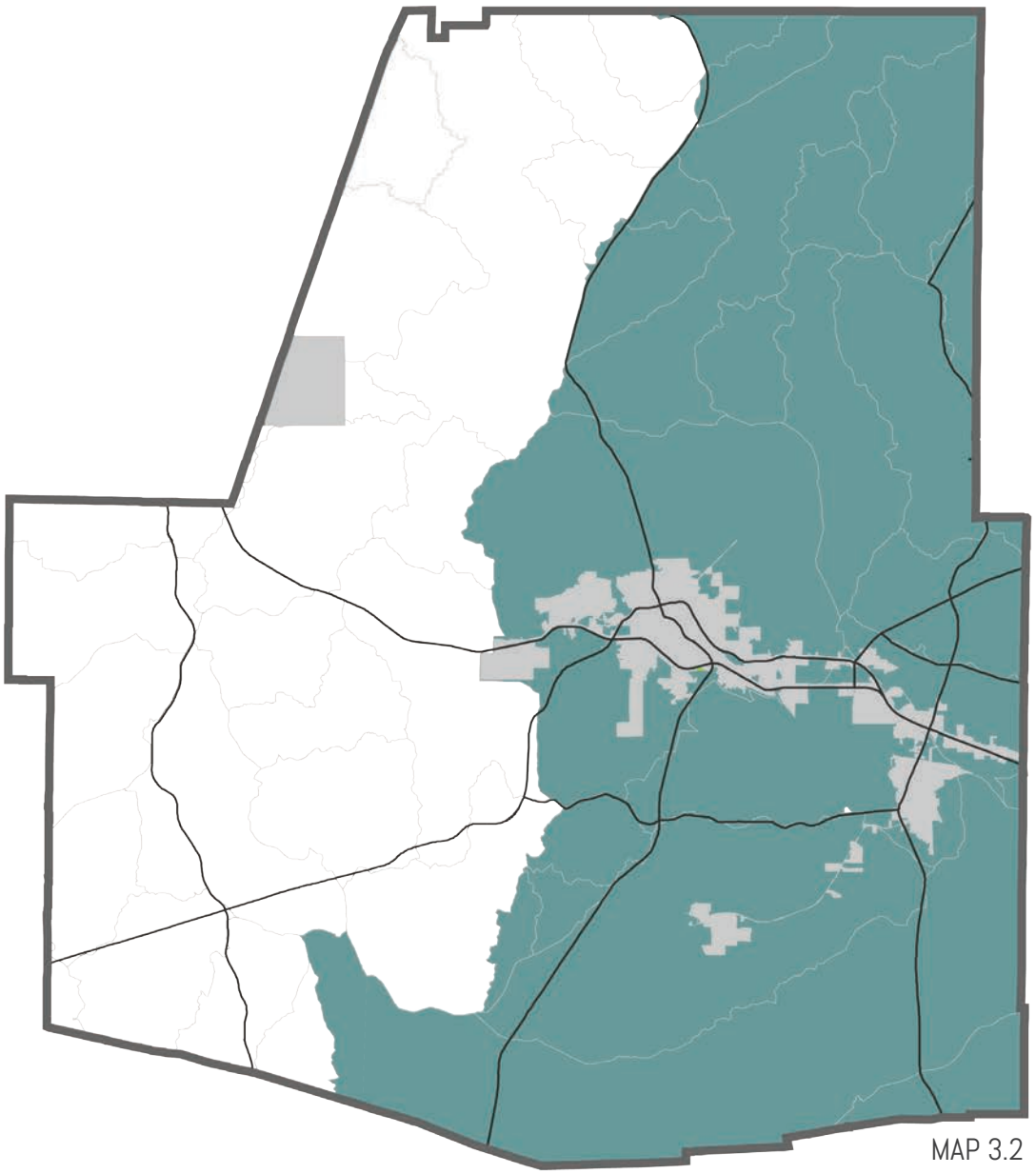
- Prepare and adopt a district-based subdivision ordinance for this specific Character Area.
- Encourage clustered developments where appropriate.
- Support infill development by creating new subdivision regulation.
- New developments should contain a mix of residential, commercial uses and community facilities at a small enough scale and proximity to encourage walking between destinations.
- New developments should have smaller lots, orientation to the street, a mix of housing types, and pedestrian access to neighborhood amenities.
- New developments should contemplate every opportunity for green infrastructure and/or low impact design (LID) elements aspects of stormwater management to reduce the potential for Character Area streams to become impaired.

## SPECIFIC LAND USES ALLOWED IN THE COMMUNITY RESIDENTIAL CHARACTER AREA:

Residential,
Public, Semi-Public,
Institutional

## COMPATIBLE ACTIVE ZONING CLASSIFICATIONS:

R-4: Multi-Family
R-6: Manufactured Homes
R-7: Multi-Family
PRD: Planned Residential Development
NB: Neighborhood Business
PSC: Planned Shopping Center



MAP 3.2

# CORRIDORS

CORRIDORS VISION STATEMENT:
Maintain natural, rural character and protect and enhance environmentally sensitive areas.

The Corridors Character Area is defined by both the Silver Comet Trail as well as a section of Highway 278 from the eastern county line to Atlanta Highway (SR 6). Though these corridors are significantly different, both should be treated as arteries of the county where new development can have significant impacts. Given the significant amount of impervious area in the Highway 278 corridor, stormwater management, with an emphasis on green infrastructure and/or low impact design (LID) should be a priority.

SUBDIVISION REGULATIONS / KEY DEVELOPMENT PATTERNS

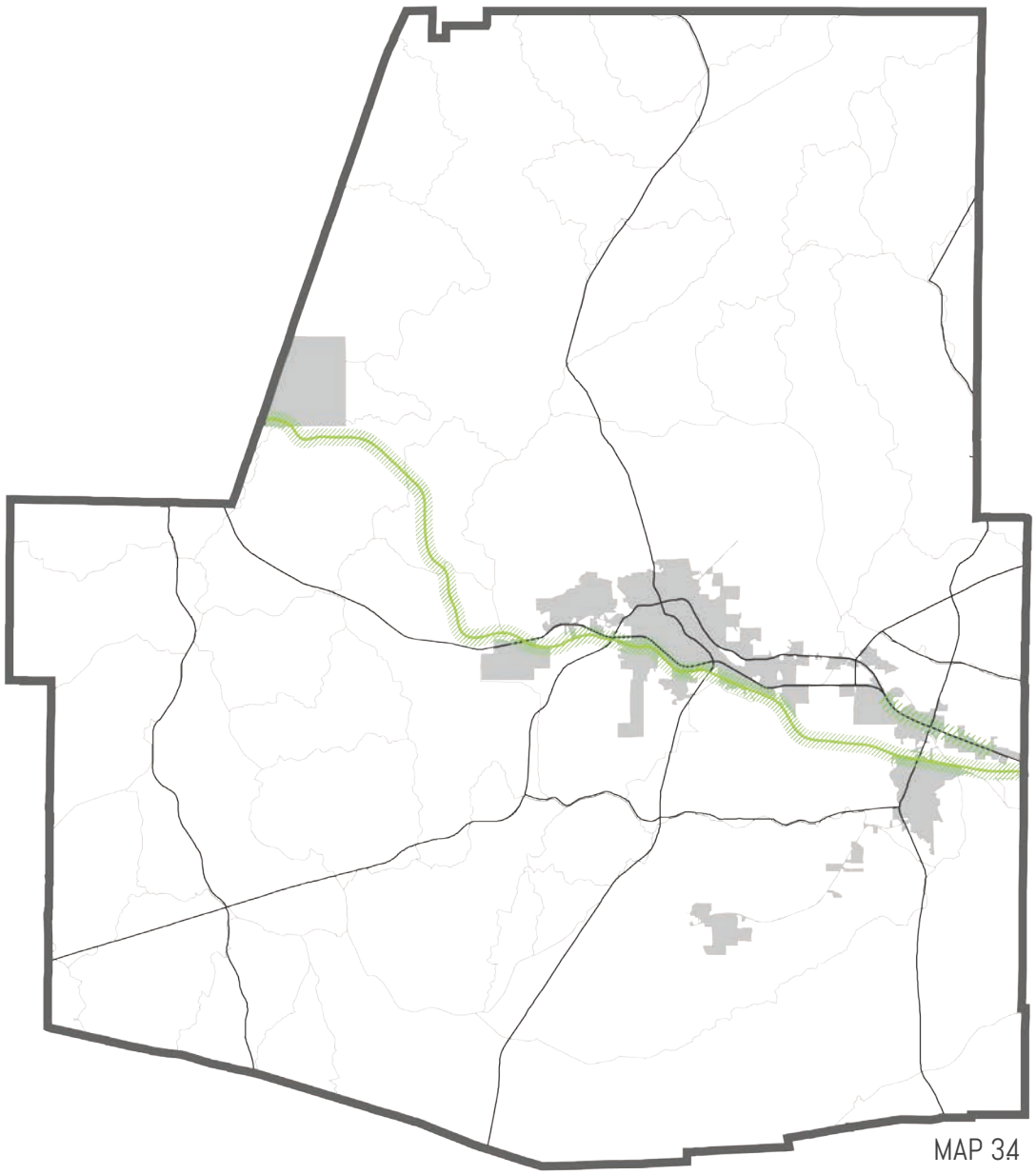
- Prepare and adopt a district-based subdivision ordinance for this specific Character Area.
- Commercial structures (shopping, offices, etc.) located near street front, with parking in rear of buildings, making community more attractive and more pedestrian friendly.
- Co-joining of all parking lots to encourage park-once operations of commercial businesses to reduce or eliminate mid-block curb cuts.
- Tree lawns or tree wells, with trees required on 25' centers between sidewalks and roadway for pedestrian safety.
- Redevelopment of older strip commercial centers in lieu of new construction further down the strip.
- Improvement of sidewalk and street appearance and amenities of commercial centers.
- Facilities for bicycles, including bikeways or bike lanes, frequent storage racks, etc.
- Developments have easy access to nearby transit, shopping, schools and other areas where residents travel daily.
- Street layouts that match those in older parts of the community and connect to the existing street network at many points.
- Urban design considerations of nodal development, shared parking, and integrating green infrastructure and/or LID should be employed to combat potential for large areas of impervious surface in these Character Areas.

## SPECIFIC LAND USES ALLOWED IN THE COMMUNITY RESIDENTIAL CHARACTER AREA:

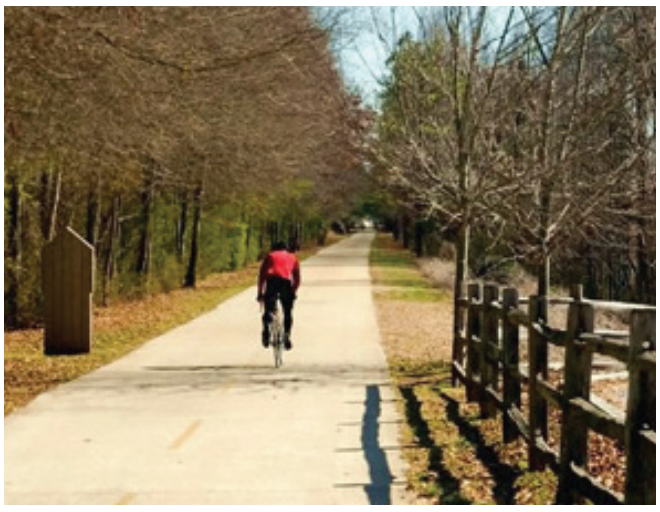
Bicycles / Pedestrian trails; Passive recreation; Public, Semi-Public, & Institutional, Commercial

## COMPATIBLE ACTIVE ZONING CLASSIFICATIONS:

PRD: Planned Residential Development
NB: Neighborhood Business
PSC: Planned Shopping Center
B-1: General Business
B-2: Highway Business



MAP 34



# CROSSROAD COMMUNITIES

CROSSROADS VISION STATEMENT:
Needed amenities will be within close proximity to populations and reflect the scale and character appropriate to surrounding neighborhoods.

The Crossroads Character Area is defined by the appropriate locations of current or future nodal-based development for surrounding residential communities. Some of these locations already have small commercial areas that currently exist and have developed to serve local needs. By adding more Crossroad locations, and clustering slightly higher-density development at these nodes and major corridor intersections, citizens can drive less and meet their needs closer to home. Development types will depend on the Character Area surrounding the Crossroad location, but should adhere to the key patterns below. Given the potential for significant amounts of impervious area in heavily-developed Crossroads, stormwater management, with an emphasis on green infrastructure and/or low impact design (LID) should be a priority.

SUBDIVISION REGULATIONS / KEY DEVELOPMENT PATTERNS

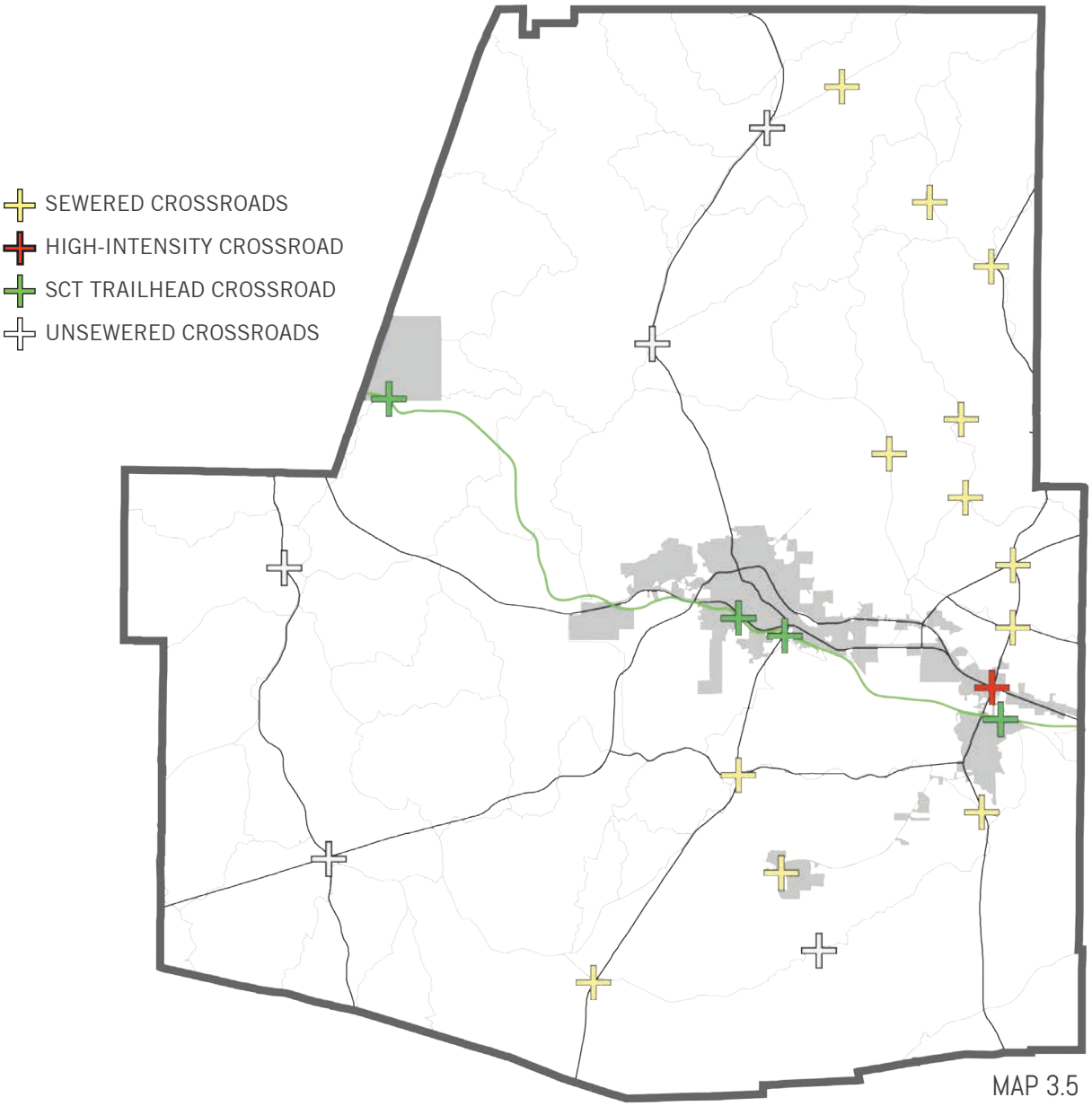
- Prepare and adopt a district-based floating subdivision ordinance for this specific Character Area.
- Develop village-like crossroads shopping and commercial service nodes. Although automobile related, parking should clustered for joint use among tenants following a park-once means of parking requirements and regulations.
- Examine required parking in related zoning districts to allow parking reductions for mixed use projects where business intensity varies across the day and week.
- Redevelopment of older strip commercial centers at these locations in lieu of new construction further along the corridor.
- Well-designed development that blends into existing neighborhoods by disguising its density.
- Tree lawns or tree wells, with trees required on 25' centers between sidewalks and roadway for pedestrian safety.
- Urban design considerations of nodal development, shared parking, and integrating green infrastructure and/or LID should be employed to combat potential for large areas of impervious surface in these Character Areas.

## SPECIFIC LAND USES ALLOWED IN THE RURAL CHARACTER AREA:

Commercial
Multi-Family
Bicycles / Pedestrian trails;
Passive recreation;

## COMPATIBLE ACTIVE ZONING CLASSIFICATIONS:

R-7: Multi-Family
PRD: Planned Residential Development
NB: Neighborhood Business
PSC: Planned Shopping Center
B-1: General Business


SEWERED CROSSROADS
HIGH-INTENSITY CROSSROAD
SCT TRAILHEAD CROSSROAD
UNSEWERED CROSSROADS

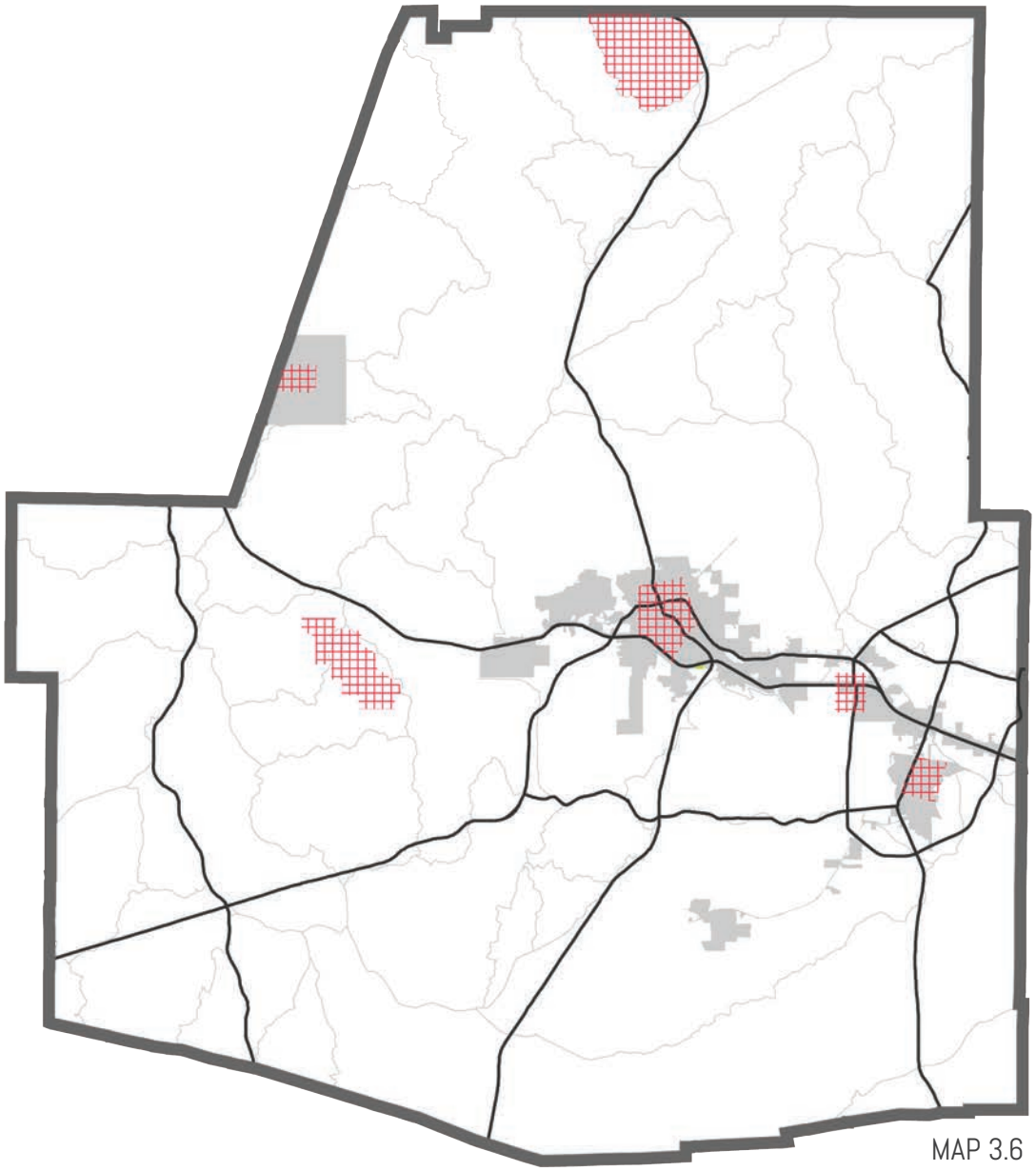
MAP 3.5

# TARGET AREAS

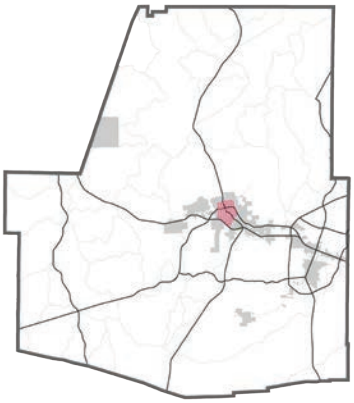
As stated, Target Areas identify developments and/or projects that need attention because of their potential to catalyze growth in the County. Target Areas descriptions outline clear paths toward a more sustainable Paulding County and take into account their locations within the drainage basins. Details on how the County can be proactive about potential future development patterns and growth in these areas are outlined in this section.

## THESE AREAS INCLUDE:

- The Cities of Dallas, Hiram, and Braswell
- Richland Creek Reservoir
- Silver Comet Trailheads
- Wellness District and WellStar Hospital
- Paulding County Airport



MAP 3.6



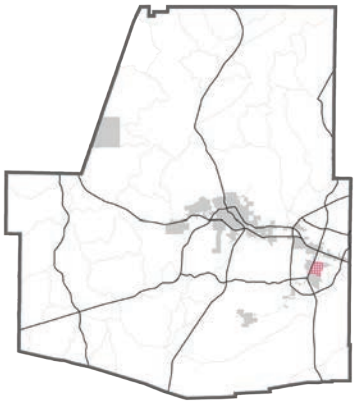
## THE CITY OF DALLAS

These historic municipalities are character-defining amenities within the county and should be considered as key assets to highlight and enhance. In addition to the Key Development Patterns listed for the Community Residential Character Area, these downtown areas should also consider:

## KEY DEVELOPMENT PATTERNS

- Enhance pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities, such as libraries, neighborhood centers, health facilities, parks, schools, etc.
- Prioritize development in size, scale, and character of existing historic buildings.
- Parking lots should not be visible from the street and shared parking opportunities should be available and encouraged.
- Street furniture should be implemented at appropriate locations downtown as well as nearing the Silver Comet Trail trailheads.
- Design features that encourage safe, accessible streets should be employed – such as narrower streets, on-street parking, sidewalks, street trees, and landscaped medians for minor collectors and wider streets.
- The downtown areas should include a mix of retail, services, offices, and housing as appropriate to serve neighborhood residents' daily needs.

## THE CITY OF HIRAM



These historic municipalities are character-defining amenities within the county and should be considered as key assets to highlight and enhance. In addition to the Key Development Patterns listed for the Community Residential Character Area, these downtown areas should also consider:

## KEY DEVELOPMENT PATTERNS

- Enhance pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities, such as libraries, neighborhood centers, health facilities, parks, schools, etc.
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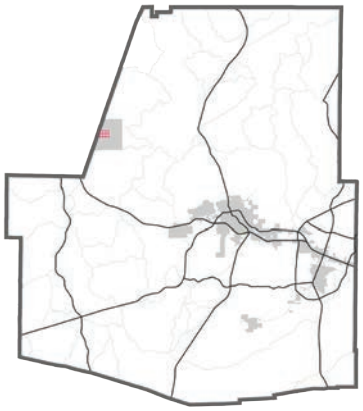
- The downtown areas should include a mix of retail, services, offices, and housing as appropriate to serve neighborhood residents' daily needs.



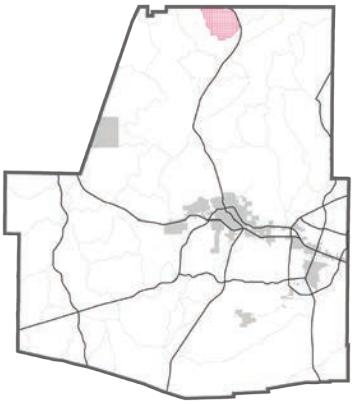
## THE CITY OF BRASWELL

These historic municipalities are character-defining amenities within the county and should be addressed as key assets to highlight and enhance. In addition to the Key Development Patterns listed for the Community Residential Character Area, these downtown areas should also consider:

## KEY DEVELOPMENT PATTERNS

- Enhance pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities, such as libraries, neighborhood centers, health facilities, parks, schools, etc.
- Prioritize development in size, scale, and character of existing historic buildings.
- Parking lots should not be visible from the street and shared parking opportunities should be available and encouraged.
- Design features that encourage safe, accessible streets should be employed – such as narrower streets, on-street parking, sidewalks, street trees, and landscaped medians for minor collectors and wider streets.
- The downtown areas should include a mix of retail, services, offices, and housing as appropriate to serve neighborhood residents' daily needs.

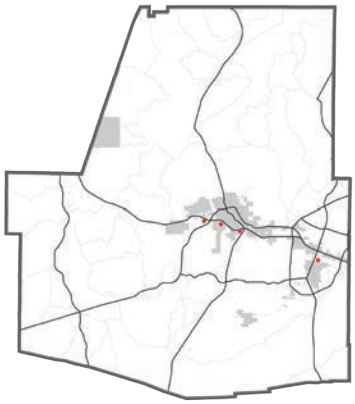
## RICHLAND CREEK RESERVOIR



The Richland Creek Reservoir project is a new 305-acre reservoir that will store over three billion gallons of drinking water to supply existing and future populations in Paulding County. It is anticipated to be completed by 2019. Because this water source is vital to future populations in the county, the water quality and quantity must be protected through careful surrounding development. A master plan for this drainage basin should be pursued to protect the water source. Environmental Planning Criteria developed by DNR and enforced by DCA require local governments to protect water supply watersheds within their jurisdictions. If the recommendation to create a master plan for this drainage basin is followed, the County would ensure compliance with this aspect of the Criteria.

## KEY DEVELOPMENT PATTERNS

- Promote use of conservation easements by landowners.
- Residential subdivisions should be severely limited, but if minor exceptions are made, they should be required to follow a rural cluster zoning or conservation subdivision design.
- Promote this area for passive-use tourism and recreation destination.
- Protect land and open land by maintaining large lot sizes (at least 5 acres).
- Ensure adoption of drinking water supply watershed buffers in applicable ordinances (Environmental Planning Criteria, Part V).
- Ensure regular coordination throughout the year of the County's community development, zoning, and stormwater management personnel in relation to the Reservoir Target Area on priorities for supply watershed protection and any challenges to protection (recommendation of the Metro Water District).



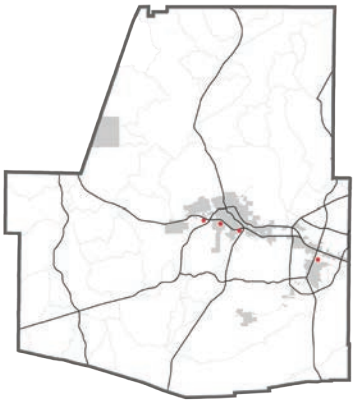
## SILVER COMET TRAILHEADS

Silver Comet Trailheads are the key locations for a user to access the trail and travel along it. These trailheads should accommodate the needs of residents and visitors with water, restrooms, and other amenities. The development surrounding a trailhead should respond to the more pedestrian- and bike-friendly environment. There are four trailheads located within Paulding County. These are:

- Hiram at Homer Leggett Park
  (includes nearby restrooms (at park), a dog park, but there is an at-grade crossing with a road)
  Seaboard Ave, Hiram, GA 30141
- Paulding Chamber of Commerce
  (includes portable toilets, parking)
  455 Jimmy Campbell Pkwy, Dallas, GA 30132
- Tara Drummond Park
  (includes restrooms, parking, benches, rose gardens and fountains)
  820 Seaboard Ave, Dallas, GA 30157
- Rambo Nursery
  (includes parking, portable toilets, benches)
  25 Tucker Blvd, Dallas, GA 30157

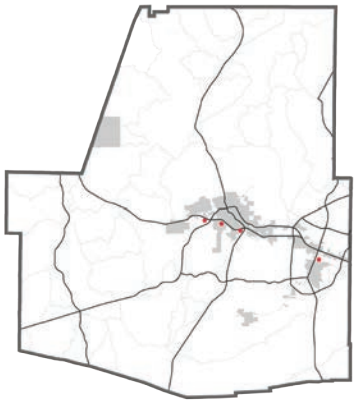
Because of their proximity to the historic cities of Dallas and Hiram, the key development patterns for the Hiram and Tara Drummond Trailheads will be addressed differently.

## CHAMBER OF COMMERCE AND RAMBO NURSERY TRAILHEADS



### KEY DEVELOPMENT PATTERNS

- Design should be very pedestrian-oriented, with clear, walkable connections between different uses.
- Provide bike lanes or wide curb lanes to encourage bicycling and provide additional safety, provide conveniently located, preferably sheltered bicycle parking at retail and office destinations and in multi-family dwellings.
- Design features that encourage safe, accessible streets should be employed – such as narrower streets, on-street parking, sidewalks, street trees, and landscaped medians for minor collectors and wider streets.
- Particular attention should be paid to signage to prevent visual clutter. Encourage way-finding signage at an appropriate scale.
- Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Shared parking and maximum parking limits should be encouraged.

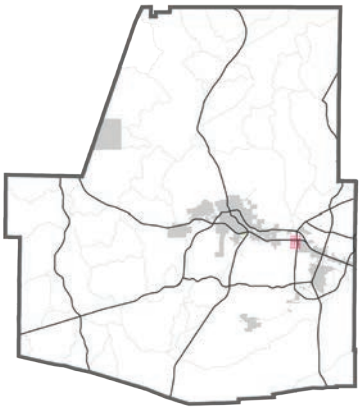


## HIRAM & TARA DRUMMOND TRAILHEADS

### KEY DEVELOPMENT PATTERNS

- Design should be very pedestrian-oriented, with clear, walkable connections between different uses.
- Provide bike lanes or wide curb lanes to encourage bicycling and provide additional safety, provide conveniently located, preferably sheltered bicycle parking at retail and office destinations and in multi-family dwellings.
- Design features that encourage safe, accessible streets should be employed – such as narrower streets, on-street parking, sidewalks, street trees, and landscaped medians for minor collectors and wider streets.
- Particular attention should be paid to signage to prevent visual clutter. Encourage way-finding signage at an appropriate scale.
- Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Shared parking and maximum parking limits should be encouraged.

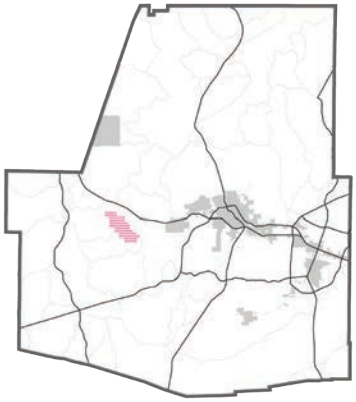
## WELLSTAR HOSPITAL and WELLNESS DISTRICT



The WellStar Hospital is a key amenity within Paulding County, providing jobs as well as hospital services for a wide-ranging area. Growth has already been seen around the hospital, and the county should be proactive about this growth to maintain a quality district that is accessible and attractive for all users and creates a resilient employment center.

## KEY DEVELOPMENT PATTERNS

- Design should be very pedestrian oriented, with clear, walkable connections between different uses.
- Design features that encourage safe, accessible streets should be employed – such as narrower streets, on-street parking, sidewalks, street trees, and landscaped medians for minor collectors and wider streets.
- Include a diverse mix of higher-density housing types, such as multi-family town homes, apartments, lofts, condominiums, including affordable and workforce housing.
- Particular attention should be paid to signage to prevent visual clutter. Encourage way-finding signage at an appropriate scale.
- Parking should be handled on a district basis and parking structures should be faced with retail at ground level when possible.



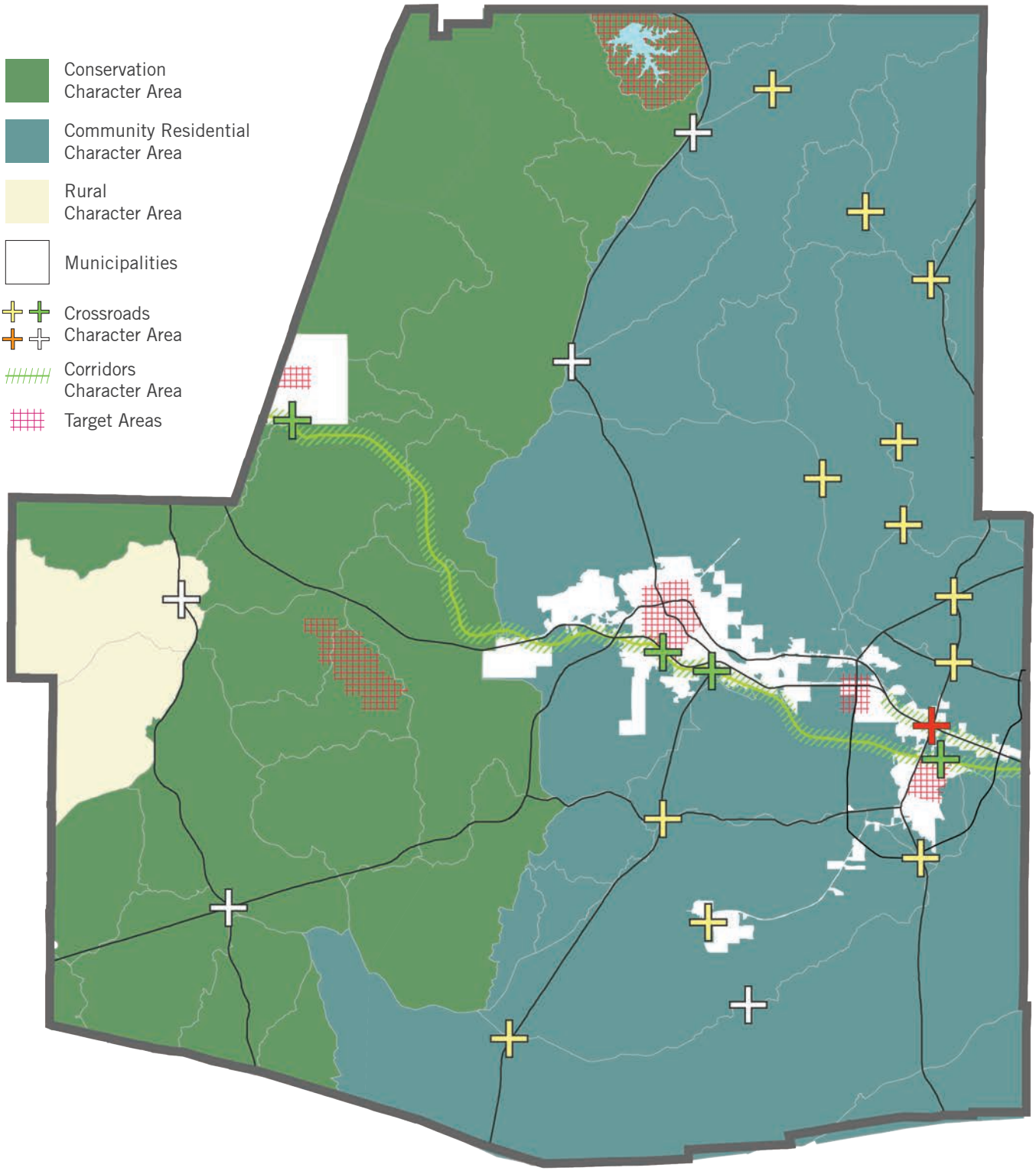
## PAULDING COUNTY AIRPORT

The Paulding Airport is located in the western-middle portion of the county, surrounded primarily by greenspace and lands that are not currently served by sewer. In advance of development in this Target Area, a growth plan should be created to consolidate infrastructure and influence the type of development the county desires in this environmentally sensitive location.

## KEY DEVELOPMENT PATTERNS

- Continue county investment in the special environment of this larger Conservation Character Area through mindfulness of the slopes, priority ecological areas, and habitat and watershed impacts of any new development.
- New developments should be clustered or otherwise sited thoughtfully so as to minimize disturbed areas and resulting impervious surfaces.
- New developments should be considered in light of the limited infrastructure services in this area of the county. Service demands related to unplanned growth could unduly burden county services.
- Prioritize green infrastructure and/or low impact design (LID) for any new development in this area.
- Prepare and adopt a growth plan for this Target Area.

# FUTURE DEVELOPMENT MAP



# RECOMMENDATIONS

The land use study involved consideration of existing natural and built environment/infrastructure conditions; involved the review of previous, relevant plans and studies; and included interviews with representatives of authorities and entities having various responsibilities related to Paulding County's natural and built environment, environmental compliance, and service provision to the county's citizens and businesses. This approach was undertaken in order to identify common goals and opportunities, to arrive at multi-benefit investments of time and effort through land use recommendations, and to uncover any conflicts among the previous plans and responsibilities in order to address those conflicts within the land use plan. The study team found common goals and critical leverage opportunities among the various plans and relevant authorities, adding further merit and importance to the recommendations documented in this report.

Existing plans and relevant documents reviewed included, among others: City of Dallas Livable Centers Imitative (2010) and its 2013 Update; City of Hiram Livable Centers Initiative (2014); Paulding County Comprehensive Plan (2007); Paulding County Comprehensive Transportation Plan (2016); Economic Development Study undertaken concurrent with this land use study (2016-17); Georgia Stormwater Management Manual; Metro Water District's Water Supply and Water Conservation Management Plan; Metro Water District's Watershed Management Plan; Metro Water District's Wastewater Management Plan; and Paulding County's Municipal Separate Storm Sewer System (MS4) NPDES permit.

The major recommendations contained within this land use study are consistent with the themes and goals of the reviewed plans and documents, with differences existing only in recommended execution to achieve those goals and themes. All the Metro Water District's plans emphasize the need for a watershed-based approach to land use planning as a remedy for water quality and quantity challenges. Further, interviews with Metro Water District staff indicate the increased reliance the Metro Water District will make in its upcoming plan revision (2017) on green infrastructure and/or low impact design (LID) and land conservation in addressing stormwater management. Staff also

indicated that the December 2017 renewal of Paulding's MS4 permit will rely on the County's increased investment in managed growth, green infrastructure/LID, and land/greenspace conservation. LCI plans for Dallas and Hiram clearly highlight the need for downtown infill, residential opportunity, relative density and connections to the respective Silver Comet trailheads as redevelopment strategies. Finally, the economic development study findings, undertaken concurrent to this land use study, heavily emphasize infill, Hiram and Dallas revitalization, Silver Comet investment, character retention, the hospital district, the airport and fiscal responsibility with public infrastructure investments as priorities to realize optimum economic activity in the county. All of these plan priorities are reflected in this land use study and its Work Program.

Compact development, strategic infrastructure decisions and a new emphasis on green infrastructure and/or low impact design (LID) will maintain the fiscal capabilities of the county while accommodating growth, retaining character and cost of living that makes it a competitive location for residents and businesses. It is imperative that the County direct its future growth and avoid situations of having individual property needs generate piecemeal County investment. To accommodate anticipated growth, the County must firmly be in the decision-maker role relative to all infrastructure decisions. Further, growing emphasis by various regulatory entities centers on managed land-use development through a watershed planning perspective of a responsible water steward. Adopting this plan's recommendations positions the county to simultaneously be fiscally responsible, compliant with water resource management requirements, and a savvy guardian of the county's key competitive advantage—its green character and attractive landscape.

Central to the recommendations of this land use study are creation and adoption of the district-based subdivision ordinances recommended for each character area. The adoption of these districts will then direct all related land development elements such as infrastructure investment and connectivity, among others. This, then, establishes the framework by which the county will achieve the necessary growth

accommodation, fiscal accountability and competitive edge among Metro Atlanta counties that this report has repeatedly stressed. The scattered subdivision and commercial area development example of other Metro Atlanta counties should serve as cautionary tales for Paulding. Further, as detailed in the Economic Development Strategic Plan, Paulding County will likely remain predominantly residential aside from key employment centers and opportunities. It is a fact that residential-based tax income will not cover the County's full cost of residential service demands. The more money that saved through the county's strategic infrastructure investments and managed growth, the more fiscally stable the county will be in the long-term while also keeping down costs passed to residents and businesses.

The county's current subdivision ordinance is a quality ordinance that this report simply finds needs to reflect the different conditions across the county. As documented in previous report sections, Paulding County has diverse environmental conditions to which a one-size-fits-all subdivision ordinance is not best positioned to address. Creating and adopting the recommended Character Area districts will best address this need. The land use report does not recommend a cessation to development in the county but, rather, recommends directing it to accommodate the projected population growth while keeping the county financially stable while retaining, on the whole, the landscape character citizens cited as invaluable throughout the extensive comprehensive planning process public engagement.

Finally, the other gems of Paulding County are its small towns, Silver Comet Trail, highly-respected hospital facility, crossroad communities and new reservoir. Findings in this report align with findings in the Economic Development Strategic Plan that emphasize these resources as key character, development and economic opportunities. Recommendations in the land use report were tailored to supporting these resources and cultivating greater benefit from them.

The following work program specifies action items recommended to arrive at the future land use management found most appropriate for the county. Several of these recommendations are no- or low-cost and center around formalizing coordination and relationships with existing government, institutional, and civic partners. Several of these recommendations are achievable with existing county staff labor. The success of all land use study recommendations will require the county to fully embrace public education and awareness-building around the over arching comprehensive plan's goals and necessities to reach those goals. Specific interaction with major property owners in the county would be of tremendous benefit in successfully adopting the recommendations. This land use team endeavored to affirm county responsibilities and opportunities while being innovative in how to best honor those responsibilities and leverage opportunities with manageable costs.

Taxes do not pay for services for residential development. The more money that can be saved by the county in building roads and infrastructure and maintaining roads and infrastructure, the better off the county will be in the long-term and will keep taxes down. This is a fiscal issue that is very important.

# WORK PROGRAM: PAULDING COUNTY

## SHORT TERM WORK PROGRAM, 2017 - 2021
## PAULDING COUNTY – FINAL

| | PROJECT / ACTIVITY DESCRIPTION | TIMEFRAME | | | | | Responsible Agency / Dept. | Cost Estimate | Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| | | 2017 | 2018 | 2019 | 2020 | 2021 | | | |
| **CG-1: PROTECT NATURAL RESOURCES** | | | | | | | | | |
| PCWP - 01 | Create clear and user-friendly Zoning Ordinance and Development Regulations for Character Areas consistent with the 2017 Comprehensive Plan land use recommendations including: 1) Large lot zoning in areas with sensitive soils, steep slopes and no public sewer 2) Incentives for use of green infrastructure in stormwater management 3) Land use plan for the reservoir watershed area in advance of growth influences 4) District planning where growth in different areas of the county matches the character area and does not overcommit sewer capacity 5) More mixed use housing types - including work force and missing middle 6) Multi-family housing standards 7) Broadly communicate changes 8) Cluster commercial development at targeted crossroads | × | × | × | × | × | Community Development | $200,000 | General Fund |
| PCWP - 02 | In partnership with the DNR, develop a process to: 1) Identify WMA encroachment issues 2) Minimize the impact of growth on the WMA 3) Evaluate potential of WMA (educational and economic) 4) Monitor land use along WMA border 5) Collaborate on WMA-related issues long term | × | × | × | × | × | Paulding County + Georgia DNR | $0 | Fixed Labor |
| PCWP - 03 | Develop a Parks and Recreation Master Plan to include: 1) Feasibility of developing a "Sports" industry sector beginning with a major regional competitive sports facility 2) Utilization of greenspace opportunities | × | × | | | | Parks & Recreation | $100,000 | General Fund |
| **CG-2: TARGET GROWTH** | | | | | | | | | |
| PCWP - 04 | Create clear and user-friendly Character Area Zoning Ordinance and Development Regulations consistent with the updated Comprehensive Plan land use recommendations to include: 1) District planning where growth in different areas of the county matches the character area and does not overcommit sewer capacity 2) More mixed use housing types - including work force and missing middle 3) Multi-family housing standards 4) Promotion of quality growth 5) Subdivision road connectivity 6) Broadly communicate the changes 7) Cluster commercial development at targeted crossroads | × | × | | | | Community Development | $2000,000 | General Fund |
| PCWP - 05 | Develop, in partnership with Hiram, WellStar Hospital and other stakeholders a Wellness Corridor study to include: 1) Quality growth and development 2) Connectivity 3) Related medical and health services uses 4) Potential for LCI corridor funding 5) Consideration of special funding district | | × | × | | | Paulding County and City of Hiram | $100,000 | Grant plus local match |
| PCWP - 06 | Conduct a Sewer System Master Plan as part of the Water System Master Plan | × | × | × | × | | Water & Sewer System | $6,000,000 | Water Enterprise Fund |

# WORK PROGRAM: PAULDING COUNTY

## SHORT TERM WORK PROGRAM, 2017 - 2021
## PAULDING COUNTY – FINAL

| | PROJECT / ACTIVITY DESCRIPTION | TIMEFRAME | | | | | Responsible Agency / Dept. | Cost Estimate | Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| | | 2017 | 2018 | 2019 | 2020 | 2021 | | | |
| **CG-3: LEVERAGE ASSETS** | | | | | | | | | |
| PCWP - 07 | Adopt the Economic Development Strategic Plan (EDSP) for the County and market it to the community | × | × | × | × | × | Board of Commission-ers | $1,000 | General Fund |
| PCWP - 08 | Develop and submit, along with other MJW agencies, a joint recommendation for organizing countywide Economic Development (ID and assess a mixture of highly effective organizational structures as precedence to identify roles, responsibilites and expectations for an approach to business retention and development that results in a healthy economy and consistent local funding) | × | × | × | × | × | MJW Partners | $20,000 | General Fund |
| PCWP - 09 | Approve and fund a 10-year commitment to an Economic Development organizational structure, including staffing, that will be charged with attracting resources, assets and investment to expand and maintain a healthy economy | × | × | × | × | × | Board of Commission-ers | $2,500,000 | General Fund |
| PCWP - 10 | Develop a plan to market land/building assets including developing shovel ready sites | × | × | × | × | × | EDO and Chamber of Commerce | $25,000 | |
| PCWP - 11 | Create a County-Wide Brand | × | × | | | | Community Development | $25,000 | General Fund |
| PCWP - 12 | Design and install gateway signs at Paulding County boundaries on major access highways; especially Highway 278 approaching from the East | | × | × | × | × | Community Development | $300,000 | General Fund |
| PCWP - 13 | In parternship with MJW agencies, design and install directional signage from the Silver Comet Trail to downtown Dallas, Hiram, Braswell and other PC locations (in partnership with PC, Hiram, Braswell, PC DOT) | × | × | | | | Paulding County + MJW Part-ners | $15,000 | Local + MJW Partners |
| PCWP - 14 | Promote Silver Comet Trail in county printed and on-line material | × | × | × | × | × | Paulding County All Departments | $0 | Fixed Labor |
| PCWP - 15 | Develop an assessment process to identify, prioritize and fund infrastructure maintenance and improvement projects key to economic growth and development | × | × | × | × | × | Board of Commission-ers | $0 | SPLOST |
| PCWP - 16 | Review and udpate if necessary the airport area master development plan to encourage development of a business/ technology park and continue to promote the airport's new, clean and safe facilities | × | × | × | × | × | Community Development + Economic Development Office + Airport Authority | $1,500,000 | General Fund |
| PCWP - 17 | Complete National Stabilization Program (NSP 3) | × | | | | | Community Development | $0 | |

# WORK PROGRAM: PAULDING COUNTY

## SHORT TERM WORK PROGRAM, 2017 - 2021
## PAULDING COUNTY – FINAL

| | PROJECT / ACTIVITY DESCRIPTION | TIMEFRAME | | | | | Responsible Agency / Dept. | Cost Estimate | Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| | | 2017 | 2018 | 2019 | 2020 | 2021 | | | |
| **CG-4: CREATE CONNECTION** | | | | | | | | | |
| PCWP - 18 | In partnership with MJW agencies, build upon the CTP recommendations to develop and implement a comprehensive bike and pedestrian master plan | × | × | | | | Cities of Dallas and Hiram, Community Development, PC DOT, Other | $150,000 | SPLOST |
| PCWP - 19 | Create centers of density for future GRTA or other transit service pick-up points | × | × | × | × | × | Cities of Dallas and Hiram, Community Development, PC DOT, Other | $0 | Fixed Cost |
| PCWP - 20 | Develop an implement a plan that has the Comprehensive Plan and County Transportation Plan occurring simultaneously | × | × | | | | Community Development, Cities and PC DOT | $0 | Fixed Cost |
| **CG-5: FISCAL VIABILITY / IMPLEMENTATION** | | | | | | | | | |
| INTERGOVERNMENTAL COORDINATION | | | | | | | | | |
| PCWP - 62 | Design and fund, along with other MJW agencies, a process to implement the 2017 Comprehensive Plan and add transportation and water resources staff the process | × | | | | | Paulding County + MJW Partners | $25,000 | Local |
| PCWP - 63 | Execute, with other MJW agencies, an MOU committing agencies to utlize the same population projections and permitting data across all governments | × | | | | | Paulding County + MJW Partners | $0 | Fixed Labor |
| PCWP - 64 | Execute, with other MJW agencies, an MOU committing agencies to enhance, improve and jointly create strategies for utility expansion and improvement and annexation protocol | × | | | | | Paulding County + MJW Partners | $0 | Fixed Labor |
| PCWP - 65 | In partnership with the Paulding County School Sytem, develop a formal process for joint consideration of school siting. issues to include including infrastructure availability, capacity and investment, alignment of priorities and project schedules Process Examples: 1) School system requests insight, data and assessment from County on issues such as site locations, campus designs, infrastructure - water, sewer, multimodal access options and building permits 2) School system includes county in regular long-range facility planning process, acknowledging inter-related issues and potential for increasing efficiencies while decreasing cost | × | × | × | × | × | Community Development + Paulding County School District | $0 | Fixed Labor |
| PCWP - 66 | Study the feasibility of expansion construction and demolition landfill facilities | | | | | × | County Engineer | $0 | Fixed Labor |

# WORK PROGRAM: CITY OF HIRAM

## SHORT TERM WORK PROGRAM, 2017 - 2021
## CITY OF HIRAM

| | PROJECT / ACTIVITY DESCRIPTION | TIMEFRAME | | | | | Responsible Agency / Dept. | Cost Estimate | Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| | | 2017 | 2018 | 2019 | 2020 | 2021 | | | |
| **CG-1: PROTECT NATURAL RESOURCES** | | | | | | | | | |
| **CG-2: TARGET GROWTH** | | | | | | | | | |
| ALIGN DEVELOPMENT MAPS | | | | | | | | | |
| HWP - 01 | Develop a Character Area Map and Defining Narrative (based on DCA requirements and to align with the PC 2017 Comprehensive Plan) | × | × | | | | City of Hiram | $15,000 | Local |
| ENHANCE DOWNTOWN HIRAM | | | | | | | | | |
| HWP - 02 | Create a Mixed -Use Zoning category. Evaluate and assess the current rate of density in downtown Hiram and explore the value of increasing density in the city center | × | × | | | | City of Hiram | $5,000 | Local |
| HWP - 03 | Evaluate city facilities, offering an inventory of potential sites as a means of encouraging exapnsion in downtown Hiram | × | | | | | City of Hiram | $1,000 | Local |
| **CG-3: LEVERAGE ASSETS** | | | | | | | | | |
| HWP - 04 | In partnership with MJW agencies, design and install directional signage from the Silver Comet Trail to downtown Dallas, Hiram, Braswell + other PC locations (in partnership with PC, Hiram, Braswell, PC DOT) | × | × | | | | City of Hiram | $5,000 | Local |
| HWP - 05 | Install directional signage in Downtown Hiram | | | × | | | City of Hiram / LCI Project | | |
| HWP - 06 | Design and install additional Hiram Gateway Signage | | | × | | | City of Hiram / LCI Project | | |
| HWP - 07 | Install directional signage at key intersections along Hiway 278 and at conecting intersections from 278 to Downtown | | × | | | | City of Hiram | $3,000 | Local |
| HWP - 08 | Promote Silver Trail Comet in all city printed and on-line material | × | | | | | City of Hiram + MJW Partners | $0 | Fixed Labor |

# WORK PROGRAM: CITY OF HIRAM

## SHORT TERM WORK PROGRAM, 2017 - 2021
## CITY OF HIRAM

| | PROJECT / ACTIVITY DESCRIPTION | TIMEFRAME | | | | | Responsible Agency / Dept. | Cost Estimate | Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| | | 2017 | 2018 | 2019 | 2020 | 2021 | | | |
| **CG-4: CREATE CONNECTION** | | | | | | | | | |
| DEVELOP BIKE / PED MASTER PLAN | | | | | | | | | |
| HWP - 09 | In partnership with MJW agencies, build upon the CTP recommendations to develop and implement a comprehensive bike and pedestrian master plan | × | × | | | | City of Hiram + MJW Partners | TBD | Various |
| CONNECT HIRAM TO SILVER COMET TRAIL | | | | | | | | | |
| HWP - 10 | Seek alternative funding to connect Hiram to the Silver Comet Trail | × | × | | | | City of Hiram + MJW Partners | $0 | Fixed Labor |
| **CG-5: FISCAL VIABILITY / IMPLEMENTATION** | | | | | | | | | |
| INTER-GOVERNMENTAL COORDINATION | | | | | | | | | |
| HWP - 17 | Design and fund, along with other MJW agencies, a process to implement the 2017 Comprehensive Plan | × | | | | | City of Hiram + | $15,000 | Local |
| HWP - 18 | Execute, with other MJW agencies, an MOU committing agencies to utilize the same population projections and permiting data across all governments | × | | | | | City of Hiram | $5,000 | Local |
| HWP - 19 | Consider, with other MJW agencies, an MOU committing agencies to enhance, improve, and jointly create strategies for utility expansion and improvement and annexation protocol | × | | | | | City of Hiram | $1,000 | Local |
| HWP - 21 | Add transportation and water resources staff to the MJW as they begin impplementation of the 2017 Comprehensive Plan | × | | | | | City of Hiram | $5,000 | Local |
| HWP - 22 | Complete the process for adoption of a Homestead Exemption for the purpose of considering potential implementation of an ad valorem tax | × | | | | | City of Hiram / LCI Project | | |
| INFRASTRUCTURE MAINTENANCE | | | | | | | | | |
| HWP - 23 | Corridor Improvement - Hiram SR 6 Intersection and Access Improvements/ Match Funds | | | | | × | PC DOT | $4,300,000 | SPLOST |
| HWP - 24 | Maintain City-Owned Roadways | × | × | × | × | × | City of Hiram + MJW Partners | $200,000 | State (LMIG) + City |

# WORK PROGRAM: CITY OF DALLAS

## SHORT TERM WORK PROGRAM, 2017 - 2021
## CITY OF DALLAS

| | PROJECT / ACTIVITY DESCRIPTION | TIMEFRAME | | | | | Responsible Agency / Dept. | Cost Estimate | Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| | | 2017 | 2018 | 2019 | 2020 | 2021 | | | |
| **CG-1: PROTECT NATURAL RESOURCES** | | | | | | | | | |
| **CG-2: TARGET GROWTH** | | | | | | | | | |
| ALIGN DEVELOPMENT MAPS | | | | | | | | | |
| DWP - 01 | Develop a Character Area Map and Defining Narrative (based on DCA requirements and to align with the PC 2017 Comprehensive Plan) | × | × | | | | City of Dallas | $15,000 | Local |
| ENHANCE DOWNTOWN HIRAM | | | | | | | | | |
| DWP - 02 | Inventory demand for downtown housing (in partnership with Georgia Highlands) | × | × | | | | City of Dallas | $1,000 | Local |
| DWP - 03 | Create a Mixed-Use Zoning category. Evaluate and assess the current rate of density in downtown Dallas, AND explore the value of increasing density in the city center | × | × | | | | City of Dallas | $5,000 | Local |
| DWP - 04 | Develop Proposed Ordinance Amendment Language to Update C – 1 and C – 2 Zoning Classifications to incorporate Downtown Residential Types | | | × | | | City of Dallas | $20,000 | LCI Supplemental Funding |
| DWP - 05 | Identify Range of Potential Development Incentives for New Mixed Income Housing Redevelopment in Identified Redevelopment Area | | | × | | | City of Dallas | $25,000 | LCI Supplemental Funding |
| DWP - 06 | Create and implement a parking plan. Explore the interest in shared use parking between the city, county and institutions located in downtown Dallas. | × | × | | | | City of Dallas | $5,000 | Local |
| DWP - 07 | Develop and offer incentives to institutions who work closely with the city as they consider locating in downtown (example: fast track approval for permitting) | × | | | | | City of Dallas | $0 | Fixed Labor |
| DWP - 08 | Evaluate city facilities, offering an inventory of potential sites as a means of encouraging expansion in downtown Dallas | × | | | | | City of Dallas | $1,000 | Local |

# WORK PROGRAM: CITY OF DALLAS

## SHORT TERM WORK PROGRAM, 2017 - 2021
## CITY OF DALLAS

| | PROJECT / ACTIVITY DESCRIPTION | TIMEFRAME | | | | | Responsible Agency / Dept. | Cost Estimate | Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| | | 2017 | 2018 | 2019 | 2020 | 2021 | | | |
| **G-3: LEVERAGE ASSETS** | | | | | | | | | |
| INSTALL DIRECTIONAL SIGNAGE | | | | | | | | | |
| DWP - 09 | In partnership with MJW agencies, design and install directional signage from the Silver Comet Trail to downtown Dallas + other PC locations (in partnership with PC, Hiram, Braswell, PC DOT) | × | × | | | | City of Dallas | $5,000 | Local |
| DWP - 10 | Install directional signage in Downtown Dallas | | | × | | | City of Dallas / LCI Project | $51,477 | LCI |
| DWP - 11 | Design and install Dallas Gateway Signage | | | × | | | City of Dallas / LCI Project | $291,800 | LCI |
| DWP - 12 | Install directional signage at key intersections along Highway 278 and at connecting intersections from 278 to Downtown | | × | | | | City of Dallas | $3,000 | Local |
| MARKET DALLAS | | | | | | | | | |
| DWP - 13 | Add a Mainstreet Director to the city staff | | | | × | | City of Dallas | $40,000+ | Local |
| DWP - 14 | Develop and submit, along with other MJW agencies, a joint recommendation for organizing countywide Economic Development (ID highly effective organizational structures and use them as precedence to identify roles, responsibilities and expectations for an approach to business retention and development that results in a healthy economy and consistent local funding) | × | × | | | | City of Dallas + MJW Partners | $0 | Fixed Labor |
| DWP - 15 | Create, along with other MJW agencies, a Countywide Marketing Plan including specific City of Dallas recommendations such as:<br>1) Expansion of existing post-secondary education facilities<br>2) Formal partnership with post-secondary educational organizations to explore potential public private partnerships involving infrastructure, promotions and other "town to gown" projects<br>3) Examine gaps in amenities such as theaters, evening activity, art and cultural events and retai | | × | | | | City of Dallas + MJW Partners | TBD | Local |
| DWP - 16 | Promote Silver Comet Trail in all city printed and on-line material | | × | | | | City of Dallas | $0 | Fixed Labor |
| DWP - 17 | Create an "empty storefront activity" policy (eventually folding into the LCI) | × | | | | | DDA / Downtown Merchants Assoc. | $1,000 | Local |
| **CG-4: CREATE CONNECTION** | | | | | | | | | |
| DEVELOP BIKE / PED MASTER PLAN | | | | | | | | | |
| DWP - 18 | In partnership with MJW agencies, build upon the CTP recommendations to develop and implement a comprehensive bike and pedestrian master plan | × | × | | | | City of Dallas + MJW Partners | TBD | Various |
| CONNECT DALLAS TO SILVER COMET TRAIL | | | | | | | | | |
| DWP - 19 | Seek alternative funding to connect Dallas to the Silver Comet Trail | × | × | | | | City of Dallas | $0 | Fixed Labor |

# WORK PROGRAM: CITY OF DALLAS

## SHORT TERM WORK PROGRAM, 2017 - 2021
## CITY OF DALLAS

| | PROJECT / ACTIVITY DESCRIPTION | TIMEFRAME | | | | | Responsible Agency / Dept. | Cost Estimate | Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| | | 2017 | 2018 | 2019 | 2020 | 2021 | | | |
| **CG-5: FISCAL VIABILITY / IMPLEMENTATION** | | | | | | | | | |
| INTER-GOVERNMENTAL COORDINATION | | | | | | | | | |
| DWP - 34 | Design and fund, along with other MJW agencies, a process to implement the 2017 Comprehensive Plan | × | | | | | City of Dallas + MJW Partners | $25,000 | Local |
| DWP - 35 | Seek alternative funding to connect Dallas to the Silver Comet Trail | × | | | | | City of Dallas + MJW Partners | $0 | Fixed Labor |
| DWP - 36 | Execute, with other MJW agencies, an MOU committing agencies to utilize the same population projections and permitting data across all governments | × | | | | | City of Dallas + MJW Partners | $0 | Fixed Labor |
| DWP - 37 | Consider, with other MJW agencies, an MOU committing agencies to enhance, improve, and jointly create strategies for utility expansion and improvement and annexation protocol | × | | | | | City of Dallas + MJW Partners | $0 | Fixed Labor |
| INFRASTRUCTURE MAINTENANCE | | | | | | | | | |
| DWP - 38 | Maintain City-Owned Roadways | × | × | × | × | × | City of Dallas | $5000,000 | St(LMIG) + City |

# WORK PROGRAM: CITY OF BRASWELL

## SHORT TERM WORK PROGRAM, 2017 - 2021
## CITY OF BRASWELL

| | PROJECT / ACTIVITY DESCRIPTION | TIMEFRAME | | | | | Responsible Agency / Dept. | Cost Estimate | Funding Source |
|---|---|---|---|---|---|---|---|---|---|
| | | 2017 | 2018 | 2019 | 2020 | 2021 | | | |
| **CG-1: PROTECT NATURAL RESOURCES** | | | | | | | | | |
| **CG-2: TARGET GROWTH** | | | | | | | | | |
| BWP - 01 | Upgrade city water system and maintenance practices for economic development and housing development purposes | | | × | × | | City of Braswell | $420,000 | SPLOST / Grants |
| BWP - 02 | Partner with Paulding County to site a Fire Facillity in Braswell | | | | × | | City of Braswell | $0 | Fixed Cost |
| BWP - 03 | Integrate Braswell into the Paulding County Parks and Recre-ation Plan | | × | | | | City of Braswell | $0 | Fixed Cost |
| BWP - 04 | Renovate existing city owned historic church for use as a senior/community center | | | × | | | City of Braswell | $70,000 | Local / State |
| BWP - 05 | Investigate feasibility of listing the city owned historic church on National Register of Historic Places | | × | | | | City of Braswell | $2,500 | Local / State Grant |
| **CG-3: LEVERAGE / PROMOTE ASSETS** | | | | | | | | | |
| BWP - 06 | Construct a Bicycle Service Station | | | × | | | City of Braswell | $5,000 | Local |
| ATTRACT TOURISTS | | | | | | | | | |
| BWP - 07 | Develop a Tourism Master Plan | | × | | | | City of Braswell | $2,000 | Local |
| BWP - 08 | Achieve “Film Ready” Designation Status from State | | | × | | | City of Braswell | Fixed Labor | Local |
| **CG-4: CREATE CONNECTION** | | | | | | | | | |
| DWP - 09 | Develop a Trailhead Plan to connect with the Silver Comet Trail (SCT) | | × | | | | City of Braswell | $30,000r | Local / State |
| **CG-5: FISCAL VIABILITY / IMPLEMENTATION** | | | | | | | | | |
| DWP - 13 | Design and fund, along with other MJW agencies, a process to implement the 2017 Comprehensive Plan | × | | | | | MJW Partners | $25,000 | Local |

# GEORGIA CONSERVANCY SUSTAINABLE GROWTH

The Sustainable Growth Program is an education and technical assistance program of the Georgia Conservancy designed to facilitate community-based planning across the state. The program is committed to achieving successful communities by creating sound conservation and growth strategies, and building consensus for action.

Georgia is home to an abundance of natural and cultural resources. Our development patterns over the last 50 years present a very real threat to these resources and to quality of life as a whole. Sprawling, decentralized development, where people must depend on automobiles, is expensive for local governments to serve and has a staggering effect on the environment. Vehicle emissions create toxic air pollution. Stormwater runoff from asphalt poisons rivers and streams. Thousands of acres of farms, woodlands, and open space are lost to wasteful, non-sustainable forms of development.

Prior to this Paulding County Land Use Plan, the program has addressed multi-jurisdictional watershed planning, heritage corridor preservation, location of commuter rail stations, inner city neighborhood issues, coastal sea level rise research and other planning opportunities all through a collaborative planning process.

Georgia CONSERVANCY

GEORGIA CONSERVANCY 50 OUR PAST IS YOUR PRESENT