

CITY COUNCIL  
GIL MCDOUGAL, MAYOR  
SHIRLEY MARCHMAN, MAYOR PRO TEM  
MATTHEW MONTAHAN  
ANNA MCCOY  
DANNY CARTER

# City of Villa Rica



CITY MANAGER: TOM BARBER  
CITY CLERK: THERESA CAMPBELL  
CITY ATTORNEY: C. DAVID MECKLIN

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VILLA RICA, GA. 30180  
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## MAYOR & COUNCIL WORK SESSION AGENDA

Holt-Bishop Justice Center, Municipal Courtroom, 101 Main Street  
September 12, 2023 | 1:00 PM

### Review of the Agenda (Mayor Gil McDougal)

#### A. Governing Body (Mayor Gil McDougal)

1. Consider the Adoption of a Resolution Authorizing the Execution of Documents Related to the Issuance of the Urban Redevelopment Agency Revenue Bond Including Intergovernmental Contract with the Agency (Tommy Ratchford, Murray Barnes Finister, LLP)

#### B. Community Development (Tracy Jarvis, Director)

1. RA-06-18 - Extension of Avemore Rezoning at 55 and 63 Goldworth Road and Public Hearing (Ron Johnson, Planning & Zoning Administrator)
2. VA-07-23 – Variance from Sections 9.29(1) and 9.29(1)(e) of the Villa Rica Sign Ordinance for Fuqua Outparcels and Public Hearing (Ron Johnson, Planning & Zoning Administrator)
3. VA-08-23 – Variance from Sections 7.02(26) and 8.09(4)(a) of the Villa Rica Zoning Ordinance for 380 Mirror Lake Blvd and Public Hearing (Ron Johnson, Planning & Zoning Administrator)
4. Comprehensive Plan Second Public Hearing

#### C. Public Works (Hal Burch, Director)

1. Surplus Two Vehicles
2. Presentation from Roadway Management Technologies

#### D. Finance (Jennifer Hallman, Finance Director)

1. Adopt the 2024 Operating & Capital Budget
2. FY23 Budget Amendments

#### E. Deputy City Manager/CFO (Sarah Andrews)

1. Villa Rica Social Media Policy (Ken Denney, PIO and Madison Mahoney, Tourism Manager)

#### F. City Manager (Tom Barber)

1. Design of Punkintown Road Rebuild
2. Survey for Shoreline Lift Station Force Main
3. Improvements to Road Surface on Mirror Lake Dam
4. Presentation on Zoning Ordinance Changes to Chapters 1-3, 6-7 and 13

**Public Comment** (We ask that you sign in for Public Comment before the meeting begins. Please state your Name and Address for the record and limit your comments to three minutes.)





# CITY OF VILLA RICA

## City Council Meeting Agenda Item Cover Sheet

**SUBJECT:** Resolution authorizing the execution of an intergovernmental contract relating to the issuance of the Urban Redevelopment Agency of the City of Villa Rica, Georgia's revenue bond (the "Bond")

**AGENDA DATE:** September 12, 2023

**DATE PREPARED:** September 5, 2023

**PREPARED BY:** Sarah Andrews

**AMOUNT:** n/a

**GL ACCOUNT #:**

**FUNDING SOURCE:**

**BUDGETED ITEM?**

**PUBLIC HEARING:** No

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**PURPOSE:** To authorize the execution, delivery and performance of an intergovernmental contract dated as of September 1, 2023 (the "Contract") with the Urban Redevelopment Agency of the City of Villa Rica, Georgia (the "Agency").

**BACKGROUND:** The Agency adopted a bond resolution on August 18, 2023, providing for the issuance of the Bond to finance the City's Urban Redevelopment Projects (the "Project"). Pursuant to the Contract, the Agency will agree to issue the Bond and the City will agree to, among other things, (a) acquire, construct, equip and operate the Project, (b) pay the Agency amounts sufficient to enable the Agency to pay the debt service on the Bond (the "Contract Payments") and (c) levy an ad valorem property tax on all property in the City subject to such tax in order to make such Contract Payments (only in the event lawfully available funds are not available). The Contract Payments are expected to be made from revenues generated within Tax Allocation District Number 1-City of Villa Rica, Georgia commonly known as the "Eastside Tax Allocation District."

**STAFF RECOMMENDATION:**

**IMPACT:**

**MOTION:** I move to adopt the resolution and authorize the Mayor and City Clerk to execute the documents as needed.

A RESOLUTION AUTHORIZING, INTER ALIA, THE EXECUTION OF AN INTERGOVERNMENTAL CONTRACT RELATING TO THE ISSUANCE OF AN URBAN REDEVELOPMENT AGENCY OF THE CITY OF VILLA RICA, GEORGIA REVENUE BOND, SERIES 2023

**WHEREAS**, the City Council (the “City Council”) of the City of Villa Rica, Georgia (the “City”) adopted a resolution on August 8, 2023 finding that one or more “pockets of blight” existed in the City, and the rehabilitation, conservation, or redevelopment, or a combination thereof, of such area or areas was necessary in the interest of the public health, safety, morals, or welfare of the residents of the City; and

**WHEREAS**, the City Council adopted a resolution on August 18, 2023 designating certain areas within the City as “urban redevelopment areas” (each, an “Urban Redevelopment Area” and collectively, the “Urban Redevelopment Areas”) within the meaning of the Urban Redevelopment Law of the State of Georgia (O.C.G.A. Section 36-61-1 *et seq.*, as amended) (the “Act”); and

**WHEREAS**, the City Council adopted a resolution on August 18, 2023 creating the Urban Redevelopment Agency of the City of Villa Rica, Georgia (the “Agency”); and

**WHEREAS**, after a public hearing in accordance with the Act, the City Council adopted a resolution on August 18, 2023, approving an urban redevelopment plan relating to the Urban Redevelopment Areas entitled “Urban Redevelopment Plan of the City of Villa Rica, Georgia” (the “Urban Redevelopment Plan”); and

**WHEREAS**, pursuant to the Act, the Agency has the power to (a) acquire, construct, improve or modify, redevelop or rehabilitate, and to cause to be placed into operation and operated, urban redevelopment projects within the City and (b) pay all or part of the cost of any projects from the proceeds of revenue bonds issued by the Agency; and

**WHEREAS**, Article IX, Section III, Paragraph I(a) of the Constitution of the State of Georgia authorizes, among other things, any county, municipality or other political subdivision of the State to contract, for a period not exceeding fifty years, with another county, municipality or political subdivision or with any other public agency, public corporation or public authority for joint services, for the provision of services, or for the provision or separate use of facilities or equipment, provided that such contract deals with activities, services or facilities which the contracting parties are authorized by law to undertake or to provide; and

**WHEREAS**, the Agency proposes to issue its Revenue Bonds, Series 2023, in principal face amount of \$20,985,000 (the “Bond”) for the purpose of (a) financing all or a portion of the costs of the urban redevelopment project identified in the Urban Redevelopment Plan (the “Project”), (b) paying capitalized interest through July 1, 2025, and (c) paying the costs of issuing the Bond; and

**WHEREAS**, the Agency and the City propose to enter into an Intergovernmental Contract, dated as of September 1, 2023 or the first day of the month in which the Bond is actually

issued (the “Contract”), pursuant to which the Agency will agree to, among other things, issue the Bond, and the City will agree to, among other things, (a) acquire, construct, equip and operate the Project, (b) pay the Agency amounts sufficient to enable the Agency to pay the debt service on the Bond (the “Contract Payments”) and (c) levy an ad valorem property tax on all property in the City subject to such tax in order to make such Contract Payments; and

**WHEREAS**, the Bond will be secured by a lien on the Contract and the Contract Payments; and

**NOW, THEREFORE, BE IT RESOLVED, by the Council of the City of Villa Rica, Georgia, and it is HEREBY RESOLVED, as follows:**

Section 1. Authorization Financing of the Urban Redevelopment Project. The financing of the Urban Redevelopment Project as described above is hereby authorized.

Section 2. Authorization of Bond; Acknowledgment of Resolution. The issuance of the Bond by the Agency is hereby authorized to the extent necessary. The City hereby acknowledges receipt of the Resolution adopted by the Agency.

Section 3. Authorization of the Contract. The execution, delivery and performance of the Contract are hereby authorized. The Contract shall be executed by the Mayor or Mayor Pro Tem. The City Clerk may attest the same and the seal may be impressed thereon. The Contract shall be in substantially the form attached hereto as Exhibit “A,” subject to such changes, insertions and omissions as may be approved by the person executing the same and the City Attorney, and the execution of the Contract shall be conclusive evidence of any such approval. The Contract is by this reference thereto spread upon the minutes.

Section 4. Validation of Bond. The execution and filing of the answer by the Mayor, Mayor Pro-Tem, City Clerk and City Attorney and any and all further instruments and pleadings as they might deem necessary to validate the Bond in the Superior Court of Carroll County are hereby ratified and approved.

Section 5. General Authority. The proper officers, employees and agents of the City are hereby authorized, empowered and directed to do all such acts and things, including, but not limited to making covenants on behalf of the City and to execute all such documents and certificates as may be necessary to carry out the transactions contemplated by this resolution.

Section 6. Actions Approved and Confirmed. All acts and doings of the officers, employees and agents of the City which are in conformity with the purposes and intent of this resolution are hereby authorized and approved.

Section 7. Repealing Clause. Any and all resolutions or parts of resolutions in conflict with this resolution are hereby repealed.

Section 8. Effective Date. This resolution shall take effect immediately upon its adoption

ADOPTED this 12th day of September, 2023

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**CITY COUNCIL**

(SEAL)

By: \_\_\_\_\_  
Mayor

Attest:

\_\_\_\_\_  
Clerk

EXHIBIT “A”

INTERGOVERNMENTAL CONTRACT

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#### Exhibit A- Form of Completion Certificate

## **INTERGOVERNMENTAL CONTRACT**

THIS INTERGOVERNMENTAL CONTRACT is entered into as of September 1, 2023 (this “Contract”), by and between the URBAN REDEVELOPMENT AGENCY OF THE CITY OF VILLA RICA, GEORGIA (the “Agency”), a body corporate and politic of the State of Georgia, and the CITY OF VILLA RICA, GEORGIA (the “City”), a municipal corporation of the State of Georgia.

### **W I T N E S S E T H:**

**WHEREAS**, the Mayor and City Council (the “City Council”) of the City adopted a resolution on August 8, 2023 finding that one or more “pockets of blight” existed in the City, and the rehabilitation, conservation, or redevelopment, or a combination thereof, of such area or areas was necessary in the interest of the public health, safety, morals, or welfare of the residents of the City; and

**WHEREAS**, the City Council adopted a resolution on August 18, 2023 designating certain areas within the City as “urban redevelopment areas” (each, an “Urban Redevelopment Area” and collectively, the “Urban Redevelopment Areas”) within the meaning of the Urban Redevelopment Law of the State of Georgia (O.C.G.A. Section 36-61-1 *et seq.*, as amended) (the “Act”); and

**WHEREAS**, the City Council adopted a resolution on August 18, 2023 creating the Urban Redevelopment Agency of the City of Villa Rica, Georgia (the “Agency”); and

**WHEREAS**, after a public hearing in accordance with the Act, the City Council adopted a resolution on August 18, 2023, approving an urban redevelopment plan relating to the Urban Redevelopment Areas entitled “Urban Redevelopment Plan Villa Rica URA 2023” (the “Urban Redevelopment Plan”); and

**WHEREAS**, pursuant to the Act, the Agency has the power to (a) acquire, construct, improve or modify, redevelop or rehabilitate, and to cause to be placed into operation and operated, urban redevelopment projects within the City and (b) pay all or part of the cost of any projects from the proceeds of revenue bonds issued by the Agency; and

**WHEREAS**, Article IX, Section III, Paragraph I(a) of the Constitution of the State of Georgia authorizes, among other things, any county, municipality or other political subdivision of the State to contract, for a period not exceeding fifty years, with another county, municipality or political subdivision or with any other public agency, public corporation or public authority for joint services, for the provision of services, or for the provision or separate use of facilities or equipment, provided that such contract deals with activities, services or facilities which the contracting parties are authorized by law to undertake or to provide; and

**WHEREAS**, the Agency proposes to issue its Revenue Bond, Series 2023, in principal face amount of \$20,985,000 (the “Bond”) for the purpose of (a) financing all or a portion



of the costs of the urban redevelopment project identified in the Urban Redevelopment Plan (the “Project”), (b) paying capitalized interest through July 1, 2025, and (c) paying the costs of issuing the Bond; and

**WHEREAS**, the Agency and the City propose to enter into an Intergovernmental Contract, dated as of September 1, 2023 or the first day of the month in which the Bond is actually issued (the “Contract”), pursuant to which the Agency will agree to, among other things, issue the Bond, and the City will agree to, among other things, (a) acquire, construct, equip and operate the Project, (b) pay the Agency amounts sufficient to enable the Agency to pay the debt service on the Bond (the “Contract Payments”) and (c) levy an ad valorem property tax on all property in the City subject to such tax in order to make such Contract Payments; and

**WHEREAS**, the Bond will be secured by a lien on the Contract and the Contract Payments.

**NOW, THEREFORE**, for and in consideration of the mutual covenants hereinafter contained and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Authority and the City, hereto agree as follows:

## **ARTICLE I.**

### **DEFINITIONS**

#### **Section 1.1. Definitions.**

Capitalized terms used but not defined herein shall have the meanings assigned to them in the Resolution. The following words and terms shall have the following meanings unless the context or use clearly indicates another or different meaning or intent:

**“Completion Date”** means the date that the Project is completed.

**“Fiscal Agents”** means the Paying Agent, Bond Registrar, Project Fund Custodian and Sinking Fund Custodian.

## **ARTICLE II.**

### **REPRESENTATIONS**

#### **Section 2.1. Representations by the Agency.**

The Agency makes the following representations as the basis for the undertakings on its part herein contained:

(a) The Agency is a body corporate and politic duly created and validly existing under the Constitution and laws of the State. The Agency is authorized and has the power to (i) adopt the Resolution and perform its obligations thereunder, (ii) issue, execute, deliver and perform its obligations under the Bond and (iii) execute, deliver and perform its obligations under this Contract (items (i) through (iii) are collectively referred to herein as the “Agency Transactions”). The Resolution has been duly adopted and has not been modified or repealed. The Agency has duly authorized the Agency Transactions. The Resolution, the Bond and this Contract are valid, binding and enforceable obligations of the Agency.

(b) No approval or other action by any governmental authority or agency or other person is required to be obtained by the Agency as of the date hereof in connection with the Agency Transactions; provided, however, no representation is given with respect to any “blue sky” laws.

(c) The Agency Transactions do not (i) violate the Act or the laws or Constitution of the State or any existing court order, administrative regulation, or other legal decree to which the Agency or its property is subject or (ii) constitute a breach of or a default under or any agreement, indenture, mortgage, lease, note or other instrument to which the Agency is a party or by which it or its property is subject.

(d) There is no action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, public board or body, pending or, to the knowledge of the Agency, threatened against or affecting the Agency (or, to the knowledge of the Agency, any meritorious basis therefor) (i) attempting to limit, enjoin or otherwise restrict or prevent the Agency from issuing the Bond, (ii) contesting or questioning the existence of the Agency or the titles of the present officers of the Agency to their offices or (iii) wherein an unfavorable decision, ruling or finding would adversely affect the (1) enforceability of the Bond, the Resolution or this Contract, (2) financial condition or results of operations of the Agency or (3) the Agency Transactions.

(e) The Agency is not (i) in violation of the Act or the laws or Constitution of the State or any existing court order, administrative regulation, or other legal decree to which the Agency or its property is subject or (ii) in breach of or default under any agreement, indenture, mortgage, lease, note or other instrument to which the Agency is a party or by which it or its property is subject.

(f) The issuance of the Bond is within the public purposes intended to be served by the Agency.

The Agency makes no representation or warranty with respect to the (a) condition or workmanship of any part of the Project, (b) suitability of the Project for the City's purposes, (c) sufficiency of the Bond proceeds to pay the costs of the Project or (d) the financial condition of the City.

## **Section 2.2. Representations by the City.**

The City makes the following representations as the basis for the undertakings on its part herein contained:

(a) The City is a municipal corporation duly created and validly existing under the Constitution and laws of the State. The City is authorized to and has the power to (i) execute, deliver and perform its obligations under this Contract and ii construct, equip and operate the Project (items (i) and (ii) are collectively referred to as the "City Transactions"). The City has duly authorized the City Transactions. This Contract is a valid, binding and enforceable obligation of the City.

(b) No approval or other action by any governmental authority or agency or other person is required to be obtained by the City as of the date hereof in connection with the City Transactions; provided, however, no representation is given with respect to any "blue sky" laws.

(c) The City Transactions do not (i) violate the laws or Constitution of the State or any existing court order, administrative regulation, or other legal decree to which the City or its property is subject or (ii) constitute a breach of or a default under or any agreement, indenture, mortgage, lease, note or other instrument to which the City is a party or by which it or its property is subject.

(d) There is no action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, public board or body, pending or, to the knowledge of the City, threatened against or affecting the City (or, to the knowledge of the City, any meritorious basis therefor) (i) attempting to limit, enjoin or otherwise restrict or prevent the Agency from issuing the Bond or the City from constructing, equipping and operating the Project, (ii) contesting or questioning the existence of the City or the titles of the present officers of the City to their respective offices or (iii) wherein an unfavorable decision, ruling or finding would adversely affect the (1) enforceability of this Contract, (2) financial condition or results of operations of the City or (3) the City Transactions.

(e) The City is not (i) in violation of the laws or Constitution of the State or any existing court order, administrative regulation, or other legal decree to which the City or its property is subject or (ii) in breach of or default under any agreement, indenture, mortgage, lease, note or other instrument to which the City is a party or by which it or its property is subject.

(f) The Tax Allocation District Number 1 – City of Villa Rica, Georgia (the “Eastside Tax Allocation District”) has been duly created. The City, The Carroll County School District and Carroll County, Georgia have pledged their positive tax allocation increment (the “Tax Allocation Increment”) to pay redevelopment costs. The Tax Allocation Increment can be used to make the Contract Payments.

(g) The City anticipates completing the Project on or after January 1, 2025.

The City makes no representation or warranty with respect to the financial condition of the Agency.

### **ARTICLE III.**

#### **ISSUANCE OF THE BOND; APPLICATION OF BOND PROCEEDS**

##### **Section 3.1. Agreement to Issue Bond.**

The Agency agrees that it will validate and issue the Bond. The Agency shall deliver a certified copy of the Resolution to the City promptly upon adoption thereof.

##### **Section 3.2. Application of Bond Proceeds.**

The proceeds from the sale of the Bond shall be applied as provided in Article IV, Section 401 of the Resolution, and the City hereby approves the issuance of the Bond and the application of proceeds.

## **ARTICLE IV.**

### **COMMENCEMENT AND COMPLETION OF THE PROJECT**

#### **Section 4.1. Agreement to Construct and Equip the Project.**

The City shall be solely responsible for the construction and equipping of the Project.

The City shall obtain all necessary approvals from any and all governmental agencies requisite to the construction and equipping of the Project. The Project shall be constructed and equipped in compliance with all federal, state and local laws, ordinances and regulations applicable thereto. The City will take such action and institute such proceedings as it shall deem appropriate to assure that the construction and equipping of the Project will proceed in an efficient and workmanlike manner.

The City shall construct and equip the Project with all reasonable dispatch and shall use its best efforts to cause the construction and equipping of the Project to be completed as soon as may be practical, delays incident to strikes, riots, acts of God or the public enemy beyond the reasonable control of the City excepted.

The City shall prepare the Requisitions required by the Resolution.

#### **Section 4.2. Establishment of Completion Date.**

The Completion Date shall be evidenced to the Project Fund Custodian and the Agency by a completion certificate signed by an Authorized City Representative substantially in the form attached hereto as Exhibit A

#### **Section 4.3. In Event Bond Proceeds Insufficient.**

The Agency does not make any warranty, either express or implied, that the proceeds derived from the sale of the Bond will be sufficient to pay all the costs of the Project. In the event that the proceeds derived from the sale of the Bond are insufficient to pay all the costs of Project intended to be financed with Bond proceeds, the City shall pay the remaining costs.

## **ARTICLE V.**

### **EFFECTIVE DATE AND DURATION OF THIS CONTRACT; PAYMENT PROVISIONS; TAX LEVY AND LIENS**

#### **Section 5.1. Effective Date of this Contract; Duration of Contract Term.**

This Contract shall become effective as of the execution and delivery of this Contract, and the obligations created by this Contract shall then begin, and, subject to the other provisions of this Contract, shall expire January 1, 2041, or if at said time and on said date the Bond has not been paid in full then on such date as such payment shall have been made, but in no event in excess of 50 years from the date hereof.

#### **Section 5.2. Contract Payments.**

(a) The City agrees to pay the Contract Payments at least one day before the applicable Interest Payment Date. The Agency has assigned the Contract Payments to the owner of the Bond, and the City consents to such assignment. The Agency hereby directs the City to make the Contract Payments directly to the Sinking Fund Custodian unless the Agency, the City and the owner of the Bond shall provide otherwise pursuant to Section 208 of the Resolution. In the event the City should fail to make any of the Contract Payments, the item or installment so in default shall continue as an obligation of the City until the amount in default shall have been fully paid, and the City agrees to pay the same with interest thereon at the rate borne by the Bond, to the extent permitted by law, from the date thereof.

(b) In the event the City should fail to make any of the payments required in this Section 5.2, the item or installment so in Default shall continue as an obligation of the City until the amount in Default shall have been fully paid, and the City agrees to pay the same with interest thereon at the rate borne by the Bond, to the extent permitted by law, from the date thereof.

(c) The City shall have and is hereby granted the option to prepay from time to time payments due under this Contract, but only in accordance with the provisions of the Resolution permitting prepayment of the Bond, in amounts sufficient to pay or cause to be paid the Bond in accordance with the provisions of the Resolution.

#### **Section 5.3. Obligations of City Hereunder Absolute and Unconditional.**

The obligations of the City to make the Contract Payments and to perform and observe the other agreements on its part contained herein shall be absolute and unconditional. Until such time as the principal of and interest on the Bonds outstanding under the Resolution shall have been paid in full or provision for the payment thereof shall have been made in accordance with the Resolution, the City (a) will not suspend or discontinue any Contract Payments except to the extent the same can be and have been prepaid, (b) will perform and observe all of its other agreements contained in this Contract and (c) will not terminate the Contract for any cause, including, without limiting the generality of the foregoing, failure of the City to complete the



Project, any acts or circumstances that may constitute failure of consideration, eviction or constructive eviction, destruction of or damage to the Project, commercial frustration of purpose, any change in the tax or other laws of the United States of America or of the State of Georgia or any failure of the Agency to perform and observe any agreement, whether express or implied, or any duty, liability or obligation arising out of or connected with this Contract or the Resolution. Nothing contained in this Section shall be construed to release the Agency from the performance of any of the agreements on its part herein contained; and if the Agency should fail to perform any such agreement, the City may institute such action against the Agency as the City may deem necessary to compel performance as long as such action shall not do violence to or adversely affect the agreements on the part of the City contained in the preceding sentence and to make the Contract Payments.

#### **Section 5.4. Tax Levy to Pay Contract Payments.**

The City covenants that it will (a) levy an ad valorem tax, unlimited as to rate or amount, on all property located within the City subject to such tax in the amounts necessary to make the Contract Payments and (b) make available and use for such Contract Payments all taxes levied and collected for that purpose. The City further covenants and agrees that it will, in its general revenue, appropriation, and budgetary measures whereby its tax funds or revenues and the allocation thereof are controlled or provided for, include sums sufficient to timely make the Contract Payments. The obligation of the City to pay the Contract payments shall constitute a general obligation for which the full faith, credit, and taxing power of the City are pledged.

## **ARTICLE VI.**

### **SPECIAL COVENANTS OF CITY**

#### **Section 6.1. Operation of the Project.**

The City shall maintain the Project in good working order. The City shall operate the Project or shall cause the Project to be operated and shall pay all costs of operating the Project or shall cause all costs of operating the Project to be paid, including, without limitation, salaries, wages, employee benefits, the payment of any contractual obligations incurred pertaining to the operation of the Project, cost of materials and supplies, rentals of leased property, real or personal, insurance premiums, audit fees, any incidental expenses and such other charges as may properly be made for the purpose of operating the Project in accordance with sound business practice.

#### **Section 6.2. Insurance.**

The City shall insure the Project or shall cause the Project to be insured in accordance with the customary insurance practices of agencies and governmental authorities operating similar facilities. All insurance policies shall be obtained from reputable companies licensed to do business in the State. If the City maintains general liability insurance with respect to the Projects, the Agency shall be named as an additional insured, unless the policy prohibits it.

#### **Section 6.3. Fiscal Agents.**

The City shall pay the Fiscal Agents for their services under the Resolution.

#### **Section 6.4. Indemnification.**

To the extent permitted by law, the City hereby agrees to release the Agency from and to indemnify the Agency (and its members, officers and employees) for any and all liabilities and claims against the Agency arising from the issuance of the Bonds and the City's, construction, equipping, ownership and operation of the Project, including without limitation, (a) any condition of the Project, (b) any breach or default on the part of the City in the performance of any of its obligations under this Contract, (c) any act or negligence of the City or of any of its agents, contractors, servants, employees or licensees, (d) any act or negligence of any assignee or lessee of the City, or of any agents, contractors, servants, employees or licensees of any assignee or lessee of the City, or (e) any material misstatement or omission in connection with the sale of the Bonds. Notwithstanding the foregoing, the City shall not be required to indemnify the Agency for its gross negligence or willful misconduct.

If any such claim is asserted, the Agency or any individual indemnified herein, as the case may be, will give prompt written notice to the City, and the City will promptly assume the defense thereof, including the employment of counsel and payment of all expenses of such defense, with full power to litigate, compromise or settle the same in its sole discretion; provided that the Agency shall have the right to approve in writing all counsel engaged by the City to conduct such defense, which approval shall not be unreasonably withheld.

The Agency shall have the right to employ separate counsel in any such action and to participate in the defense thereof, but the City shall not be required to pay the fees and expenses of such separate counsel unless the separate counsel is employed with the approval of the City, or the Agency determines that it has defenses that are different from the City. The City shall not unreasonably withhold its approval of such separate counsel.

Notwithstanding anything in this Contract to the contrary, the provisions of this Section 6.4 shall survive the termination of this Contract.

#### **Section 6.5. Financial Statements.**

The City shall provide a copy of its audited financial statements to the owner of the Bond in reasonable detail, with supporting schedules (the “Audit”) within 270 days of the end of each fiscal year. The City may satisfy its obligation to provide the owner of the Bond with audited financial statements by posting the Audit on a public website.

## **ARTICLE VII.**

### **SPECIAL COVENANTS OF AGENCY AND CITY**

#### **Section 7.1. Further Assurances and Corrective Instruments, Recordings and Filings.**

The Agency and the City agree that they will, from time to time, execute, acknowledge and deliver, or cause to be executed, acknowledged and delivered, such supplements hereto and such further instruments as may reasonably be required for carrying out the intention of or facilitating the performance of this Contract.

#### **Section 7.2. Tax Covenants.**

The Agency and the City agree to do all things necessary to maintain the exclusion from gross income for federal income tax purposes of the interest on the Bond and not to do anything that would adversely affect such exclusion.

#### **Section 7.3. Assignments**

Except for the assignment of the Contract pursuant to the Resolution, this Contract may not be assigned, as a whole or in part, by the Agency. The Agency has assigned this Contract to the owners of the Bond, and the City consents to such assignment.

This Contract may not be assigned, as a whole or in part, by the City without the consent of the Agency. No assignment shall relieve the City from primary liability for any obligations hereunder, and in the event of any such assignment the City shall continue to remain primarily liable for payment of the Contract Payments and for performance and observance of the other agreements on its part herein provided to be performed and observed by the City to the same extent as though no assignment had been made.

#### **Section 7.4. Compliance with Resolution.**

The Agency shall comply with all of its obligations under the Resolution.

## **ARTICLE VIII.**

### **EVENTS OF DEFAULT AND REMEDIES**

#### **Section 8.1. Events of Default Defined.**

The following shall be “events of default” under this Contract and the terms “event of default” or “default” shall mean, whenever they are used in this Contract, any one or more of the following events:

(a) Failure by the City to make the Contract Payments; or

(b) Failure by the City or the Agency to observe and perform any covenant, condition or agreement of this Contract on its part to be observed or performed, other than as referred to in subsection (a) of this Section, for a period of 30 days after written notice, specifying such failure and requesting that it be remedied, shall have been given to the City or the Agency, as appropriate, by the non-defaulting party or the bondholders, unless the non-defaulting party and the bondholders shall agree in writing to an extension of such time prior to its expiration; provided, however, if the failure stated in the notice cannot be corrected within the 30-day period, the non-defaulting party and the bondholders will not unreasonably withhold their consent to an extension of such time if it is possible to correct such failure and corrective action is instituted within the applicable period and diligently pursued until the default is corrected; or

(c) Any representation in this Contract shall be untrue.

(d) An “Event of Default” shall have occurred under the Resolution.

#### **Section 8.2. Remedies on Default.**

Whenever any event of default referred to in Section 8.1 hereof shall have happened and be existing, the non-defaulting party or the owner of the Bond may take any action and pursue any remedy available under the Resolution and the laws of the State of Georgia, including, without limitation, bringing an action for specific performance. Notwithstanding the foregoing, the bondholders shall not have the right to accelerate the Bond.

#### **Section 8.3. No Remedy Exclusive.**

No remedy herein conferred is intended to be exclusive of any other available remedy or remedies, but each and every such remedy shall be cumulative and shall be in addition to every other remedy given under this Contract or now or hereafter existing at law or in equity or by statute. No delay or omission to exercise any right or power accruing upon the occurrence of any event of default shall impair any such right or power or shall be construed to be a waiver thereof, but any such right and power may be exercised from time to time and as often as may be deemed expedient. In order to exercise any remedy reserved in this Article, it shall not be necessary to give any notice, other than such notice or notices as may be herein expressly required. Such rights and remedies as are given to the Agency hereunder shall also extend to the

bondholders, and the bondholders shall be deemed third party beneficiaries of all covenants and agreements herein contained.

**Section 8.4. Agreement to Pay Attorneys' and Consultant's Fees and Expenses.**

If an event of default shall occur hereunder and the non-defaulting party should employ attorneys or consultants or incur other expenses for the enforcement of performance or observance of any obligation or agreement on the part of the City or the Agency herein contained, the defaulting party agrees that it shall on demand therefor pay to the non-defaulting party or the bondholders the reasonable fee of such attorneys and consultants and such other reasonable expenses so incurred by the non-defaulting party and the bondholders.

**Section 8.5. No Additional Waiver Implied by One Waiver.**

If any agreement contained in this Contract should be breached by either party and thereafter waived by the other party, such waiver shall be limited to the particular breach so waived and shall not be deemed to waive any other breach hereunder.

## **ARTICLE IX.**

### **MISCELLANEOUS**

#### **Section 9.1. Notices.**

All notices, certificates or other communications hereunder shall be sufficiently given and shall be deemed given when hand delivered, sent by a reputable overnight delivery service or mailed by registered or certified mail, return receipt requested, postage prepaid.

#### **Section 9.2. Binding Effect.**

This Contract shall inure to the benefit of and shall be binding upon the Agency and the City.

#### **Section 9.3. Severability.**

If any provision of this Contract shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof.

#### **Section 9.4. Third-Party Beneficiaries.**

The owner of the Bond secured by this Contract are third-party beneficiaries hereof.

#### **Section 9.5. Amendments, Changes and Modifications.**

This Contract may be amended, changed and modified without the consent of the owner of the Bond to (a) cure any ambiguity or formal defect or omission in this Contract; (b) grant any additional rights, remedies, powers, authority or security that may lawfully be granted to or conferred upon the owner of the Bond by the City; (c) further expand or clarify the amounts required to be paid into the Sinking Fund and the timing thereof; (d) conform to supplements to the Resolution; or (e) make any other amendments, changes and modifications that in the opinion of counsel are not materially adverse to the interest of the bondholder. Any other amendments, changes and modification in this Contract will become effective only with the consent of the owner of the Bond secured hereby. In no event, however, may any such amendments, changes and modifications permit (a) the reduction of Contract Payments required to be made to ensure the payment of the Bond and the other obligations secured by the Resolution.

#### **Section 9.6. Execution Counterparts.**

This Contract may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

#### **Section 9.7. Captions.**

The captions and headings in this Contract are for convenience only and in no way define, limit or describe the scope or intent of any provisions of this Contract.

**Section 9.8. No Personal Recourse.**

No personal recourse shall be had for any claim based on this Contract against any member, officer or employee of the Agency or the City in his or her individual capacity.

**Section 9.9. Law Governing Construction of Contract.**

This Contract shall be governed by, and construed in accordance with, the laws of the State.



IN WITNESS WHEREOF, the Agency and the City have caused this Contract to be executed in their respective corporate names by their duly authorized officers and their respective seals to be hereunto affixed, all as of the date first above written.

**URBAN REDEVELOPMENT AGENCY OF  
THE CITY OF VILLA RICA, GEORGIA**

(Seal)

By: \_\_\_\_\_  
Chairman

Attest:

\_\_\_\_\_  
Secretary

(Intergovernmental Contract)

**CITY OF VILLA RICA, GEORGIA**

(Seal)

By: \_\_\_\_\_  
Mayor

Attest:

\_\_\_\_\_  
City Clerk

(Intergovernmental Contract)

**EXHIBIT A**  
**COMPLETION CERTIFICATE**

Truist Bank  
Wilson, North Carolina

Urban Redevelopment Agency of the City of Villa Rica, Georgia  
City of Villa Rica, Georgia

Re: Urban Redevelopment Agency of the City of Villa Rica, Georgia Revenue Bond,  
Series 2023

To the Addressees:

The proceeds of the above-captioned bond (the “Bond”) was used to finance a certain project (the “Project”) for the benefit of the City of Villa Rica, Georgia (the “City”). The Urban Redevelopment Agency of the City of Villa Rica and the City entered into an Intergovernmental Contract, dated as of September 1, 2023 (the “Contract”) relating to the Bond. Capitalized terms used, but not defined herein, shall have the meanings assigned to them in the Contract.

The undersigned Authorized City Representative hereby certifies as follows:

1. The Project has been completed.
2. Except for amounts retained by the City to pay any costs of the Project not then due and payable, all costs of labor, services, materials and supplies have been paid.

The foregoing certifications have been made without prejudice to any rights against third parties which exist at the date of this certificate or which may subsequently come into being.

[Include the following only if there are excess moneys in the Project Fund]

You are hereby directed to transfer all moneys in the Project Fund to the Sinking Fund.

CITY OF VILLA RICA, GEORGIA

By: \_\_\_\_\_  
Authorized City Representative

CITY CLERK'S CERTIFICATE

The undersigned Clerk of the City Council ( the "City Council") DOES HEREBY CERTIFY that the foregoing pages of typewritten matter pertaining to issuance of revenue bonds constitute a true and correct copy of the Resolution adopted by the City Council on September 12, 2023 in a meeting duly called and assembled, which was open to the public and at which a quorum was present and acting throughout, and that the original of the Resolution appears of record in the Minute Book of the City Council, which is in the undersigned's custody and control.

WITNESS my hand and the official seal of the City Council, this 12<sup>th</sup> day of September 2023.

---

Clerk

(SEAL)

CITY OF VILLA RICA  
PLANNING AND ZONING  
571 WBANKHEAD HWY  
VILLA RICA, GA. 30180  
770.459.7000 | VILLARICA.ORG

**8/22/2023**

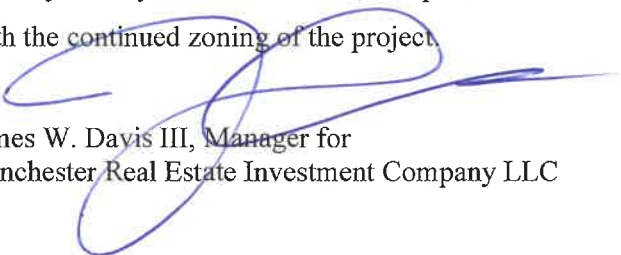
**Dear Mr. Johnson,**

**In RE:** Planned Development Final Plan for RA-06-18 at 55 and 63 Goldworth Road, Villa Rica, GA 30180, Parcel Nos: V07 0140004, V07 0140003 and V07 0140151, in Land Lot 99 of the 6<sup>th</sup> District in Carroll County, currently zoned Rural Development (RD).

To my understanding, I am required to request an extension of the current zoning plan for the Avemore project at this time. Please consider this letter my request to do so.

During the last year project progress includes harvesting 80 acres of trees under the LDP and grading out of some internal roadways.

Thank you for your consideration, and please advise me as to pertinent dates necessary for compliance with the continued zoning of the project.



James W. Davis III, Manager for  
Winchester Real Estate Investment Company LLC

SepteCity of Villa Rica  
571 West Bankhead Highway, Villa Rica, Georgia 30180  
Telephone: (770) 459-7000; Fax: (770) 459-7003

**NOTICE OF PUBLIC HEARING  
BY THE MAYOR & CITY COUNCIL  
OF THE CITY OF VILLA RICA**

Public hearings will be conducted by the City Council on Tuesday, September 12, 2023 at 6:00PM at the Holt-Bishop Justice Center, Municipal Court Room, 101 Main Street, Villa Rica, Georgia. CU-01-22

Winchester Real Estate Investment Company, LLC of Villa Rica, Georgia requests an extension of its PUD zoning for his parcels of land in the Avemore PUD at 55 and 63 Goldworth Rd, Villa Rica, GA 30180 with parcel numbers V070140004, V070140003 and V070140151. The property consists of 220 acres and is located in Ward 2 of the City of Villa Rica, Georgia.

The public is invited to attend the hearings for oral comments or submit written comments on the subject to the City of Villa Rica, Attention: Villa Rica City Council, 571 West Bankhead Highway, Villa Rica, Georgia 30180, prior to the public hearings. Opponents to the variance request are required to submit a disclosure report five days before the public hearings. For questions or concerns, call Community Development at 678.840.1238.



## Application Checklist

Please complete this form when accepting an Alteration to Rezoning Conditions. For processing a Rezoning request or map/text amendments, application shall be submitted in accordance with a schedule adopted annually by the City Council. Each application shall be submitted at least 50 days prior to the date on which it is to be considered by the City Council and in any event in sufficient time so as to permit advance advertising and notice of any public hearing(s).

### ALL DOCUMENTS ARE REQUIRED IN ORDER TO ACCEPT APPLICATION.

Please check the following items being submitted:

Request for extension on zoning.

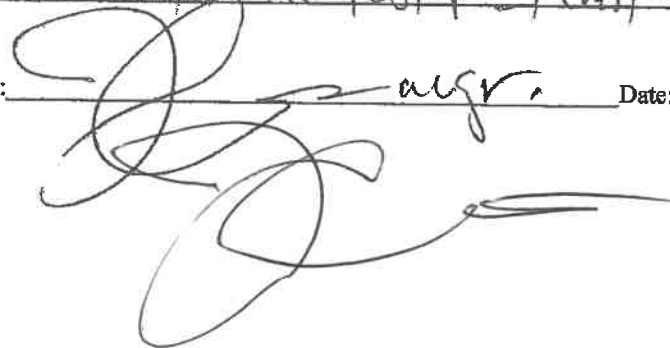
~~Request for extension on zoning.~~

July 20

Name of Applicant:

Winchester Real Estate Investment Company LLC

Signature of Applicant:



Date:

8/24/23

## Applicant Campaign Disclosure Form

### Disclosure of Campaign Contributions

In accordance with the Conflict of Interest in Zoning Act, O.C.G.A., Chapter 36-67A, the following questions must be answered:

Has the applicant<sup>1</sup> made, within two (2) years immediately preceding the filing of this application for rezoning, campaign contributions aggregating \$250 or more or made gifts having in the aggregate a value of \$250 or more to a member of the City Council or Planning Commission who will consider the application?

Yes No NO

If Yes, the applicant and the attorney representing the applicant must file a disclosure report with the City within ten (10) days after this application is first filed. Please supply the following information that will be considered as the required disclosure:

| Council/Planning Commission Member Name | Dollar amount of Campaign Contribution | Description of Gift \$250 or greater given to Board Member |
|-----------------------------------------|----------------------------------------|------------------------------------------------------------|
|                                         |                                        |                                                            |
|                                         |                                        |                                                            |
|                                         |                                        |                                                            |
|                                         |                                        |                                                            |
|                                         |                                        |                                                            |
|                                         |                                        |                                                            |

We certify that the foregoing information is true and correct, this 22<sup>nd</sup> day of August, 2013

Wendell J. REIC, LLC  
Applicant's Name - Printed

Signature of Applicant

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.

Notary Public

1. Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for rezoning or other action.





## Alteration to Rezoning Condition

Name of Applicant: Village Rice Est. La Fawcett LLC Phone: 770 680 0418 Date: 8/2/23  
 Address Applicant: 55 Goldworth Rd Fax: \_\_\_\_\_ Pager/Cell: \_\_\_\_\_  
 City: Village Rice State: GA Zip: 30180 E-mail: j2ywd3@gmail.com  
 Name of Agent: James W. Davis Jr Phone: same Date: \_\_\_\_\_  
 Address Agent: same Fax: \_\_\_\_\_ Pager/Cell: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ E-mail: \_\_\_\_\_

THE APPLICANT NAMED ABOVE AFFIRMS THAT THEY ARE THE OWNER OR AGENT OF THE OWNER OF THE PROPERTY DESCRIBED BELOW AND REQUESTS: (PLEASE CHECK THE TYPE OF REQUEST OR APPEAL AND FILL IN ALL APPLICABLE INFORMATION LEGIBLY AND COMPLETELY).

For the Purpose of Advanced PUD  
 (Type of Development)  
 Address of Property: 55 + 63 Goldworth Rd. Nearest intersection to the property: Victory Lane Rd.  
 (Street Address, if Applicable, Nearest Intersection, Etc.)  
 Land Lot Number(s): 99, District(s): 6, County: Carroll  
 Size of Tract: 220 +/- acre(s) Gross Density: \_\_\_\_\_ units per acre Net Density: \_\_\_\_\_ units per acre  
 Property Tax Parcel Number(s): V070140004, V070140008, and V070140151 (Required)

Adjacent Property Owners:

North: Matthews  
 South: Charleston Crossing

East: Andy G / Buckner  
 West: Talbot

Witness' Signature

Printed Name of Witness

Notary

Signature of Owners/s

Printed Name of Owners/

Signature of Agent



# CITY OF VILLA RICA

## City Council Packet

**SUBJECT:** RA-06-18- Extension of Rezoning for 55 and 63 Goldworth Road -  
Avenmore

**CITY COUNCIL AGENDA DATE:** September 12, 2023

**DATE:** August 28, 2023

**PREPARED BY:** Ronald Johnson, Planning & Zoning Administrator

**PUBLIC HEARING REQUIRED:** NO

---

**PURPOSE:** The applicant, Winchester Real Estate Investment Company, seeks an extension of the rezoning for Avenmore from Rural Development (RD) to Planned Development (PD) and its successor zone, Planned Unit Development (PUD).

**BACKGROUND:** The City Council approved the Avenmore project at 55 and 63 Goldworth Road in 2018 with a total of 200 single-family units and 300 multi-family units, along with a host of other uses, including independent living, memory care, and live/work space. In 2020, the city increased the total number of single-family lots to no more than 250 units, and the multifamily unit count to a maximum of 325 units. In 2021, the City Council approved an additional 290 units of senior housing with a minimum age of fifty-five (55). The applicant is returning to extend their zoning approvals for another year as specified in the original and subsequent conditions placed on the application.

From 2019-2022, the applicant returned to the City Council for similar extensions, which were granted. A zoning book was submitted in 2019 and at that time the Council removed the restrictions on the community to provide only “55 and up” housing, and a stub road to Charleston Place.

The applicant has not completed all conditions specified by Council as highlighted below:

1. Preliminary plat application in accordance with the requirements and depicting the following should be reviewed and approved by Planning Commission and City Council.

[Completed]

- a. Acreage of the property, proposed building footprint, and density in each proposed land use to be included in the Planned Development (commercial, residential, and institutional).
- b. Public improvements plan showing connections to the proposed location of the Gold Nugget Trail along Bay Springs Creek.

2. Maximum number of single-family units: 250 units

3. Maximum number of multi-family units: 325 units
4. Maximum number of senior housing (55+) units: 290
5. Permitted Commercial uses to be limited to:
  - a. Retail offering common merchandise 100,000 square feet or less
  - b. Office, Business, and Professional
  - c. Bank or Financial Institution, Full Service
  - d. Veterinary Clinic/Animal Care Facility
  - e. Restaurant, Non-Drive-In
  - f. Barber Shop/Beauty Shop
  - g. Laundry, Pick up and Dry Clean Services
  - h. Florist Shop
  - i. Grocery/General Merchandise Store
  - j. Bakery/Pastry Shop
  - k. Museum
  - l. Art Gallery
  - m. Library
  - n. Cinema/Movie Theater
  - o. Athletic/Health Club Facilities
  - p. Clinic, Public or Private
  - q. Hospital, Health, and Medical Institution
  - r. Horticultural Gardening
  - s. Nursery and Greenhouse
6. Commercial uses requiring a conditional use permit to be limited to:
  - a. Church
  - b. Assembly Hall, Civic Center
7. To be submitted for approval with the Final Development Plan:
  - a. Zoning book [Completed]
  - b. Phasing plan [Completed]
  - c. Parking location detail for all uses [Completed]
  - d. Updated economic analysis [Completed]
  - e. Updated review letter from Three Rivers Regional Commission [Incomplete]
  - f. Updated traffic analysis [Incomplete]
  - g. Homeowners Association covenants [Completed]
  - h. Utility plan [Completed]
8. Submit application to nominate Williams-Mitchell Farm and Camp Lucretia as local, state and national historic properties/landmarks. [Completed]

**STAFF RECOMMENDATION:** No Staff Recommendation

**POTENTIAL ACTION:** APPROVAL with the following conditions:

1. Submittal of an updated Review Letter from Three Rivers Regional Commission;
2. Submittal of an updated traffic analysis;
3. Submittal of a detailed plan on the proposed movement of the water tower;
4. The maximum number of single-family units to be constructed shall be no more than 222 units as per zoning Master Plan;
5. The maximum number of multifamily units to be constructed shall be no more than 303 units as per zoning Master Plan;

6. All apartments, townhomes and condominiums shall have a maximum of two-bedroom units;
7. The applicant/developer must follow all zoning tabulations and design-based representations presented in the “Avemore Master Plan”, dated July 18<sup>th</sup>, 2019. This document is fully transferrable and applicable to any future developer of the site;
8. Permitted Commercial uses to be limited to:
  - a. Retail offering common merchandise 100,000 square feet or less
  - b. Office, Business, and Professional
  - c. Bank or Financial Institution, Full Service
  - d. Veterinary Clinic/Animal Care Facility
  - e. Restaurant, Non-Drive-In
  - f. Barber Shop/Beauty Shop
  - g. Laundry, Pick up and Dry Clean Services
  - h. Florist Shop
  - i. Grocery/General Merchandise Store
  - j. Bakery/Pastry Shop
  - k. Museum
  - l. Art Gallery
  - m. Library
  - n. Cinema/Movie Theater
  - o. Athletic/Health Club Facilities
  - p. Clinic, Public or Private
  - q. Hospital, Health, and Medical Institution
  - r. Horticultural Gardening
  - s. Nursery and Greenhouse
9. Commercial uses requiring a conditional use permit to be limited to:
  - a. Church
  - b. Assembly Hall, Civic Center
10. All previously approved conditions are still valid, fully transferrable, and applicable to the development unless that condition is expressly overridden in these conditions. The Community Development Director shall have sole discretion to determine if a prior approved condition has been overridden.

**PLANNING COMMISSION:** N/A

**MOTION:**

- (1) I move to approve the Avemore zoning renewal for twelve (12) months subject to the ten conditions as outlined by staff.



# CITY OF VILLA RICA

## City Council Meeting Agenda Item Cover Sheet

**SUBJECT:** VA-07-23 – Variance from Sections 9.29(1) and 9.29(1)(e) of the Villa Rica Sign Ordinance

**AGENDA DATE:** September 12, 2023

**DATE PREPARED:** September 12, 2023

**PREPARED BY:** Ronald Johnson, Planning & Zoning Administrator

**AMOUNT:**

**GL ACCOUNT #:**

**FUNDING SOURCE:**

**BUDGETED ITEM?**

**PUBLIC HEARING: YES**

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**PURPOSE:** Fuqua BCDC Villa Rica Project Owner, LLC seeks a variance from Sections 9.29(1) and 9.29(1)(e) of the Villa Rica Sign Ordinance at 360, 364, 368, 372, 380, and 384 Mirror Lake Blvd. (Fuqua Outparcels) in order to permit an additional wall sign on the rear of each outparcel building, and to increase the size permitted from 1 square foot per linear foot to 2 square feet per linear foot.

**BACKGROUND:** Fuqua received zoning approval in 2021 and several variances were approved for both the commercial and residential components in 2022. The Council again granted a side yard setback variance for Outparcel #3 (Mavis Tire and Brakes). The applicant previously submitted a variance for a Sign Master Plan that was approved without comment from the City Council. The applicant is attempting to tweak that plan now that the outparcel surveyors are known.

### **STAFF RECOMMENDATION:**

1. **Section 9.29(1)(e) Wall Signs:** Shall be a maximum area of two (2) square feet per one (1) linear foot of the primary tenant frontage façade and signs for secondary frontages shall be calculated at a rate of one (1) square foot per one (1) linear foot of the tenant façade, not to exceed three-hundred (300) sf per sign, except under Sec.9.18. In the CMU zoning district or the CBD zoning district, sign area shall be based on one and one-half (1½) square feet per one (1) linear foot of the primary tenant facade. Sign area shall be subject to aggregate sign area per lot/parcel as specified in Table 9.1: Permanent Signs. **The applicant requests two (2) square feet per one (1) linear foot for the secondary signs for each outparcel.**

**Recommendation: DENIAL**

**Reasons:** The placement of non-primary signage is traditionally smaller than the primary, dominant signage. With each outparcel having a monument sign, wall sign and directional

signs, staff has concerns of visual or “eye” pollution from an overabundance of signage on such a new, master planned development.

2. **Section 9.29(1) Wall Signs**: One (1) sign shall be permitted per building frontage on a public or private street”. The applicant proposes two wall signs per property.

**Recommendation:** **APPROVAL**

**Reasons:** No detriment could be found for providing a secondary wall sign.

**IMPACT:** N/A

**MOTION:**

- (1) I move to deny the requested variance from Section 9.29(1)(e) by Fuqua BCDC Villa Rica Project Owner, LLC, as presented.
- (2) I move to approve the requested variance from Section 9.29(1) by Fuqua BCDC Villa Rica Project Owner, LLC, as presented.



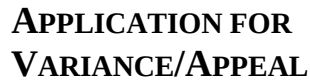
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## **Variance Application Outparcel Building Wall Signs**

**Mirror Lake Blvd at Shoreline Parkway**

**Villa Rica GA**

**August 7, 2023**



*The procedure for requesting a Variance or filing an Appeal is set forth in Section 2.03.J and 2.03.K respectively, of the Unified Development Code (UDC). Generally, the amendment process involves review by the Community Development Manager and City Council.*

**Date of Application:** 08/112023

**Applicant Name:** FUQUA BCDC VILLA RICA PROJECT OWNER, LLC

**Address:** 3575 PIEDMONT ROAD NE, STE 800      **City:** ATLANTA      **State:** GA      **Zip:** 30305

**Phone:** (404) 410 - 2579      **Fax:** (   )   -   **Email:** [jeff.fuqua@fuquadev.com](mailto:jeff.fuqua@fuquadev.com)

**Agent Name:** Mike Hagan | Fuqua Development, LP

**Address:** 3575 PIEDMONT ROAD NE, STE 800      **City:** ATLANTA      **State:** GA      **Zip:** 30305

**Phone:** (404) 414 - 8544      **Fax:** ( ) -      **Email:** [MIKE.HAGAN@FUQUADEV.COM](mailto:MIKE.HAGAN@FUQUADEV.COM)

**Owner Name** (If different from applicant): \_\_\_\_\_

**Address:** \_\_\_\_\_ **City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

**Phone:** (    ) \_\_\_\_\_ - \_\_\_\_\_    **Fax:** (    ) \_\_\_\_\_ - \_\_\_\_\_    **Email:** \_\_\_\_\_

## VARIANCE OR APPEAL INFORMATION

Address of Variance or Appeal Location: \_\_\_\_\_

Proposed Outparcels to be located at 360, 364, 368, 372, 380, 384 Mirror Lake Boulevard

I, JEFF FUQUA, hereby state that all of the above statements and statements contained in the documents submitted with this application are true. I hereby request processing of this application.

08/11/2023

**Date**





CASE # \_\_\_\_\_  
VARIANCE/APPEAL

### **Required Materials to Accompany the Application**

*The Community Development Manager may waive informational requirements upon finding that the information is not required to determine compliance with UDC requirements.*

#### **Variance:**

1. Copy of deed, lease, option agreement or other evidence of ownership or applicant's interest in the property. If the applicant is not the owner, attach a notarized statement signed by the owner authorizing the applicant to request the amendment.
2. A site plan demonstrating the requested variance, showing the affected property, adjacent property, zoning and existing land use;
3. A statement of why the variance is necessary;
4. A statement as to how the applicant's request satisfies each required finding;
5. A listing of the owners of property within 250 feet of the subject property and the mailing addresses for said owners on file with the County Assessor; and
6. Any other exhibits as may be required by the Community Development Manager.

#### **Appeals from Staff Determinations:**

1. Copy of deed, lease, option agreement or other evidence of ownership or applicant's interest in the property. If the applicant is not the owner, attach a notarized statement signed by the owner authorizing the applicant to request the amendment;
2. A statement as to why the applicant believes the Staff's determination is contrary to the intent and requirements of the Code; and
3. Any other exhibits as may be required by the Community Development Manager.

**Return Form to:**  
**Planning & Zoning**  
**Office of Community Development**  
**City of Villa Rica**  
**571 West Bankhead**  
**Villa Rica, GA 30180**

**678.785.1004 (T)**  
**770.459.7003 (F)**

#### **For Department Use Only**

Case No: \_\_\_\_\_

Filing Fee: \_\_\_\_\_

Date Received: \_\_\_\_\_

Pre-Application Conf: \_\_\_\_\_

Staff Comments/Findings: \_\_\_\_\_

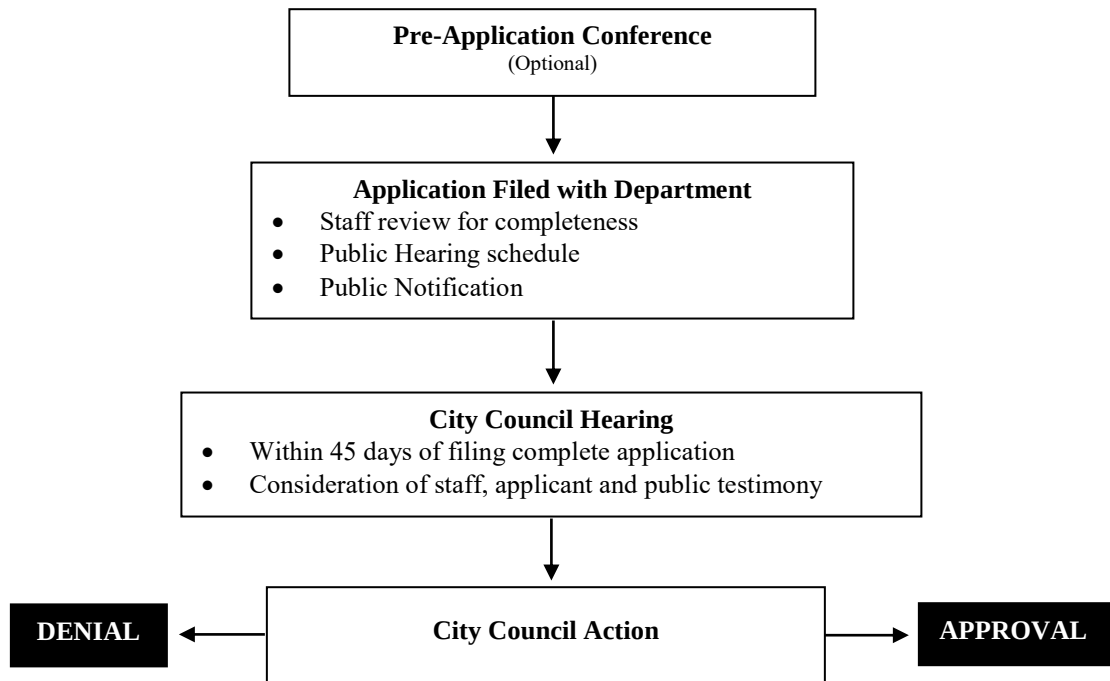
Action and Date: \_\_\_\_\_



CASE # \_\_\_\_\_  
VARIANCE/APPEAL

---

## PROCESS



# **Fuqua Development Mirror Lake Blvd Mixed-Use Development Variance Request**

**Written Statement  
August 11, 2023**

---

## **Project Overview / History**

The Project is a new 62-acre mixed use development in progress by Fuqua Development, LP (the ‘Owner’) which consists of residential, retail, and restaurant uses. The original land parcels were rezoned on October 26, 2021, to Single Family Attached Residential (SFA), Medium-Density Multi-Family Residential (MF2) and Medium Density Commercial(C2). The project is designed to incorporate the construction of the new Mirror Lake Connector Road between Mirror Lake Blvd and Cleghorn St.

The Commercial portion of the development is comprised of a grocery anchored shopping center with inline retail and restaurants, as well as six proposed Outparcels along the Mirror Lake Boulevard frontage. The Outparcels are proposed to be a mix of retail, restaurant and service uses.

In March 2022, Fuqua requested several variances to facilitate the wholistic integrated multi-use nature of the project, including approval of a Master Signage Plan, which was approved by City Council on April 12, 2022.

## **Variation Request #2023-08-11 #1:**

Reference is made to the Master Signage Plan (“MSP”) approved by City Council on April 12, 2022. Although the MSP identified proposed building wall signage for the Grocery Store and the adjacent shops building (aka Building 200), minimum proposed building Wall Signage for the Outparcel users (i.e., OP’s 1 through 6) was not addressed. Subsequently, Owner has determined through discussions with numerous prospective Outparcel users, and for reasons outlined below, that multiple building Wall Signs ***will be critical to the success*** of these businesses.

The Villa Rica Code pertaining to Wall Signs states the following:

***Sec 9.29 (1)*** “One (1) sign shall be permitted per building frontage on a public or private street”, and  
***Sec 9.29 (1)(e)*** “Shall be a maximum area of two (2) square feet per one (1) linear foot of the primary tenant façade and signs for secondary frontages shall be calculated at a rate of one (1) square foot per one (1) linear foot of the tenant façade, not to exceed three-hundred (300) sf per sign, except under Sec.9.18. “

Due to the above noted integrated/wholistic nature of the project, the Outparcels are each accessed via a shared common drive along either the side or ‘rear’ of the outparcels, eliminating the need for individual direct connections for each OP on to Mirror Lake Boulevard (reference attached commercial development Site Plan). Although these common drives may not technically meet ‘secondary frontage’ requirements as very specifically defined in City code, they without question serve not just as secondary, but in fact primary, customer access points for these users. Further, a large percentage of Outparcel customers are expected to be shopping first at the Grocery Anchor and upon exiting the grocery store and its parking facilities, will look for an easy clear indication (via adequately sized OP Wall Signage) of the location of

the specific business establishments on each of the Outparcels. This can only be accomplished with a Wall Sign located on the side or rear of each of the Outparcel uses.

***As such, Owner is seeking a variance from the above referenced code sections to permit additional Outparcel Wall Signs as follows:***

- 1. A minimum of two Wall Signs (i.e., a 'primary' and a 'secondary' sign) shall be permitted for each tenant/business located on an Outparcel.***
- 2. Said additional Wall Sign may be placed on either the side or rear wall of the building (at user's discretion so to facilitate the best visibility depending on site specific conditions).***
- 3. Said additional Wall Sign shall be permitted to be 2 SF per lineal foot of the facade on which the sign is placed (i.e., similar in size to the primary sign due to the secondary signs being located on what is, as a practical matter, the primary access side of the building).***

***[An illustrative example depicting a generic application of the above requested Secondary Wall Signs for a multi-tenant outparcel building is attached hereto for representational purposes]***

Statement of Satisfaction of Required Findings:

- 1. General Welfare. The approval will not be injurious to the public health, safety, morals, and general welfare of the community.***

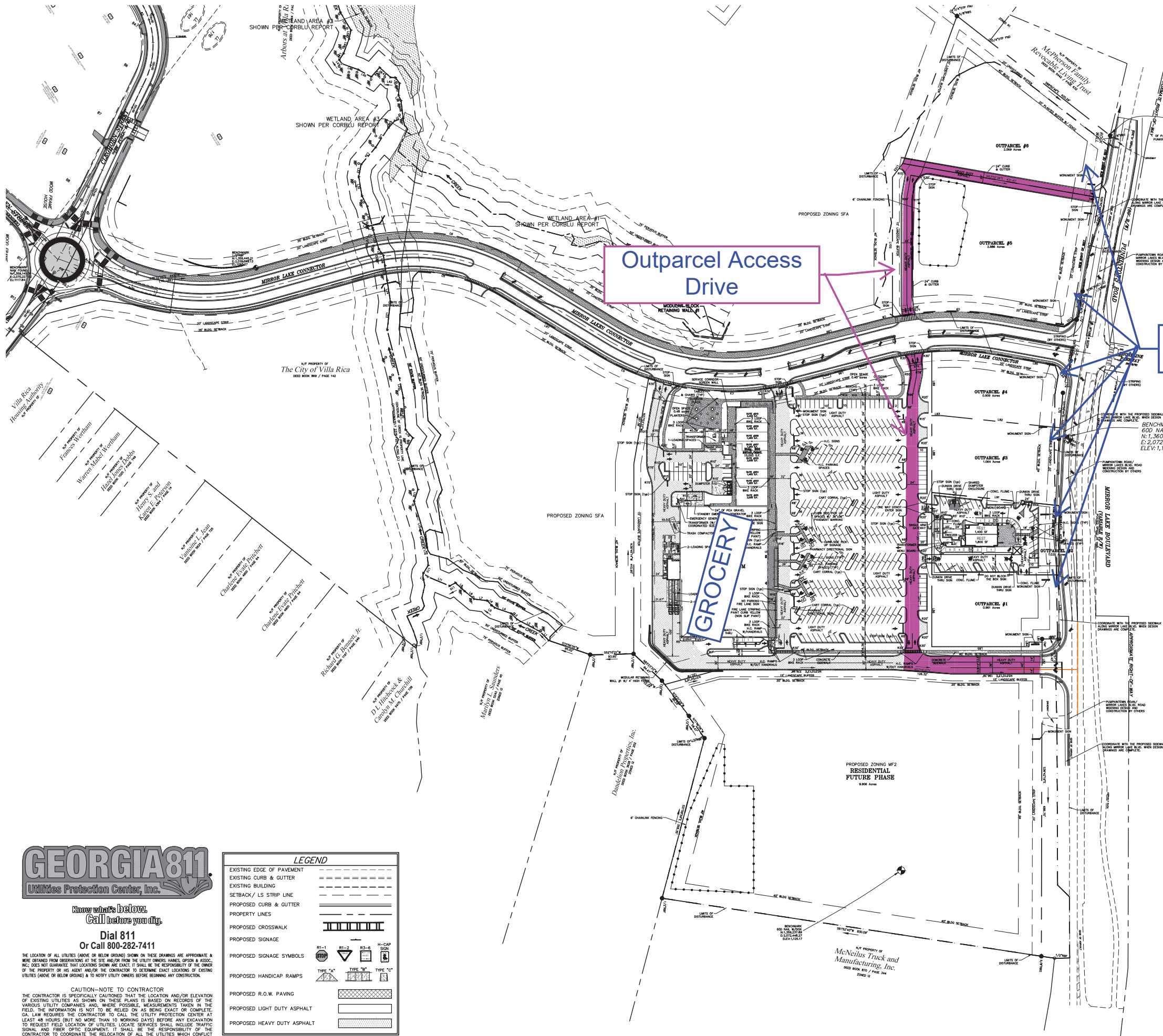
The approval of the variance would serve to provide better clarity and inform the community as to the location and access points of the business establishments they wish to patronize, thereby reducing confusion and improving vehicular safety for customers and the general public. As such, the variance would not be injurious to the public health, safety, morals, and general welfare of the community.

- 2. Adjacent Property. The use and value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner; and***

The additional requested signs will be generally oriented 'inward' toward the development's other commercial/integral component uses, and the signage will contribute greatly to the success and vibrancy of the Outparcel and other business establishments. Active, vibrant, successful commercial uses within the development will greatly enhance the value of the surrounding areas. As such, the use and value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner.

- 3. Practical Difficulty. The strict application of the terms of this ordinance will result in a practical difficulty in the use of the property. This situation shall not be self-imposed, nor be based on a perceived reduction of, or restriction on, economic gain.***

The variance is not requested for economic gain, rather, to help ensure success of the proposed new Outparcel users by granting them a commercially reasonable amount of signage, consistent with other business establishments and to assist the public in locating and identifying these establishments from the actual access side of the businesses. The variance is primarily only needed because the Outparcel 'access drive' may not meet certain somewhat arbitrary technical requirements for a private street. A strict application of the terms of the ordinance will result in a practical difficulty in the use of the property by disadvantaging the Outparcel businesses relative to other competitors. Conversely, we submit that allowing some flexibility, as in this case, in permitting alternative signage standards, will make for a better overall project.





Approved  
February 20, 2023  
9:48 AM  
Bobby C. Elliott, PE

- SITE PLAN NOTES:**
1. ALL DIMENSIONS AND RADII ARE TO/FROM THE FACE OF CURB, EDGE OF ASPHALT, AND/OR THE OUTSIDE FACE OF THE BUILDING WALL UNLESS OTHERWISE STATED. ALL RADII DIMENSIONS ADJACENT TO PARKING SPACES ARE 3' UNLESS OTHERWISE NOTED.
  2. ALL NEW CONSTRUCTION SHALL CONFORM TO THE LATEST REQUIREMENTS OF THE AMERICAN DISABILITIES ACT (A.D.A.). SEE ARCHITECTURAL DRAWINGS FOR STRUCTURE COMPLIANCE.
  3. UNLESS OTHERWISE NOTED, ALL PAVEMENT IS TO BE STANDARD DUTY ASPHALT.
  4. TYPICAL PAVEMENT SECTIONS FOR THE NEW PAVEMENTS ARE INCLUDED IN THE CONSTRUCTION DETAIL SHEETS.
  5. ALL CONSTRUCTION TO CONFORM TO ALL RELEVANT JURISDICTIONAL AUTHORITIES STANDARDS AND REQUIREMENTS. SEE REVIEW COMMENTS.
  6. SIDEWALKS ARE NOT ALLOWED WITHIN 13 FEET FROM THE EDGE OF THE ROADWAY WITHOUT CURB AND GUTTER AND ANY NECESSARY DRAINAGE STRUCTURES.
  7. EXISTING STRUCTURES ARE LOCATED ON SITE.

**N.P.D.E.S. PRIMARY PERMITTEE**  
FUQUA DEVELOPMENT, LLC  
3575 Piedmont Rd., NE, Suite 800  
Atlanta, Georgia, 30305  
CONTACT: Mike Hagan  
PHONE: 404-907-1709  
24-HR. CONTACT: Mike Hagan  
24-HR. PHONE: 404-907-1709

| PROPOSED BUILDING: | BLDG. SQ. FT. | PARKING | RATIO | PARCEL AREA |
|--------------------|---------------|---------|-------|-------------|
| GROCERY            | 55,454        | 277     | 5.00  |             |
| RETAIL/REST.       | 15,000        | 88      | 5.86  |             |
| TOTAL              | 70,454        | 365     | 5.18  | 8.96 AC     |
| OUTPARCEL #1       |               |         |       | 0.97 AC     |
| OUTPARCEL #2       | 4,605         | 54      | 11.72 | 1.32 AC     |
| OUTPARCEL #3       |               |         |       | 1.71 AC     |
| OUTPARCEL #4       |               |         |       | 1.66 AC     |
| OUTPARCEL #5       |               |         |       | 1.61 AC     |
| OUTPARCEL #6       |               |         |       | 1.70 AC     |

GROCERY & SHOPS H.C. SPACES REQUIRED = 8 SPACES - PROVIDED = 12 SPACES  
OUTPARCEL #2 H.C. SPACES REQUIRED = 3 SPACES - PROVIDED = 3 SPACES

SEE LANDSCAPE AND HARDSCAPE PLANS FOR EXACT SIDEWALK LAYOUT, HARDSCAPE PLAN, DISPOSITION OF CONCRETE SIDEWALK OR OTHER SURFACE TREATMENT, LANDSCAPE AREAS, AND GRASSED AREAS.

NOTE: PARKING LOTS SHALL BE MAINTAINED IN GOOD CONDITION, FREE OF POTHoles, WEEDS, DUST, TRASH, AND DEBRIS.

NOTE: PAINT STRIPING IN ALL PARKING LOT AND PAVEMENT PARKING LOT AND PAVEMENT AREAS SHOULD BE CONSTRUCTED WITH A PAINT PRODUCT THAT PROVIDES A HIGH SLIP-RESISTANT FINISH AND PREVENTS INDIVIDUALS FROM SLIPPING WHEN STEPPING ON THE STRIPING IN BOTH WET AND DRY CONDITIONS.

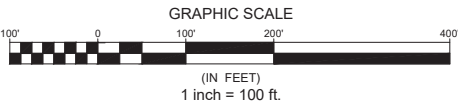
GENERATOR SITING NOTE (per Grocery SDM 1-52): THE PROPOSED LOCATION OF STORAGE TANK(S) AT THE SUBJECT SITE IS NOT WITHIN 500 FEET OF ANY EXISTING COMMUNITY WATER SUPPLY WELL, NOT WITH 500 FEET OF ANY EXISTING NON-TRANSIENT NON-COMMUNITY WATER SUPPLY WELL, AND NOT WITHIN 100 FEET OF ANY OTHER MUNICIPAL WATER SUPPLY WELL.

1. OWNER/DEVELOPER — FUQUA DEVELOPMENT, LP  
Mike Hagan  
3575 Piedmont Rd., NE, Suite 800  
Atlanta, Georgia 30305  
(404) 907-1709 - (mike.hagan@fuquadev.com)
2. CIVIL ENGINEER — HAINES, GIPSON & ASSOCIATES, INC.  
Storey C. Abernethy  
1550 NORTH BROWN ROAD, SUITE 100  
LAWRENCEVILLE, GA 30043  
(770) 491-7550 - (saber@hainesgipson.com)

THERE IS NO PORTION OF THE PROPERTY LOCATED WITHIN THE FLOOD HAZARD ZONE DETERMINED BY F.E.M.A. COMMUNITY-PANEL MAP & 13045C0157E, DATED AUGUST 15, 2019.

NOTE: SEE SHEET C-10.3 FOR ALL ASPHALT AND CONCRETE DESIGNS PER THE GEOTECH REPORT.

## OVERALL SITE PLAN



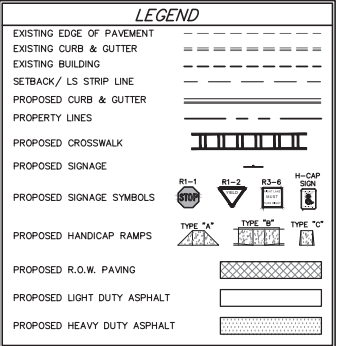
Know what's below.  
Call before you dig.  
Dial 811  
Or Call 800-282-7411

THE LOCATION OF ALL UTILITIES (ABOVE OR BELOW GROUND) SHOWN ON THESE DRAWINGS ARE APPROXIMATE & WERE OBTAINED FROM OPERATIONS AT THE SITE AND/OR FROM THE UTILITY OWNERS, HAINES, GIPSON & ASSOC. INC. DOES NOT GUARANTEE THAT LOCATIONS SHOWN ARE EXACT. IT SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY OR HIS AGENT AND/OR THE CONTRACTOR TO DETERMINE EXACT LOCATIONS OF EXISTING UTILITIES (ABOVE OR BELOW GROUND) & TO NOTIFY UTILITY OWNERS BEFORE BEGINNING ANY CONSTRUCTION.

CAUTION—NOTE TO CONTRACTOR  
THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. GA. LAW REQUIRES THE CONTRACTOR TO CALL THE UTILITY PROTECTION CENTER AT LEAST 48 HOURS (BUT NO MORE THAN 10 WORKING DAYS) BEFORE ANY EXCAVATION TO REQUEST FIELD LOCATION OF UTILITIES. LOCATE SERVICES SHALL INCLUDE TRAFFIC SIGNAL AND FIBER OPTIC EQUIPMENT. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE THE RELOCATION OF ALL THE UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

**LEGEND**

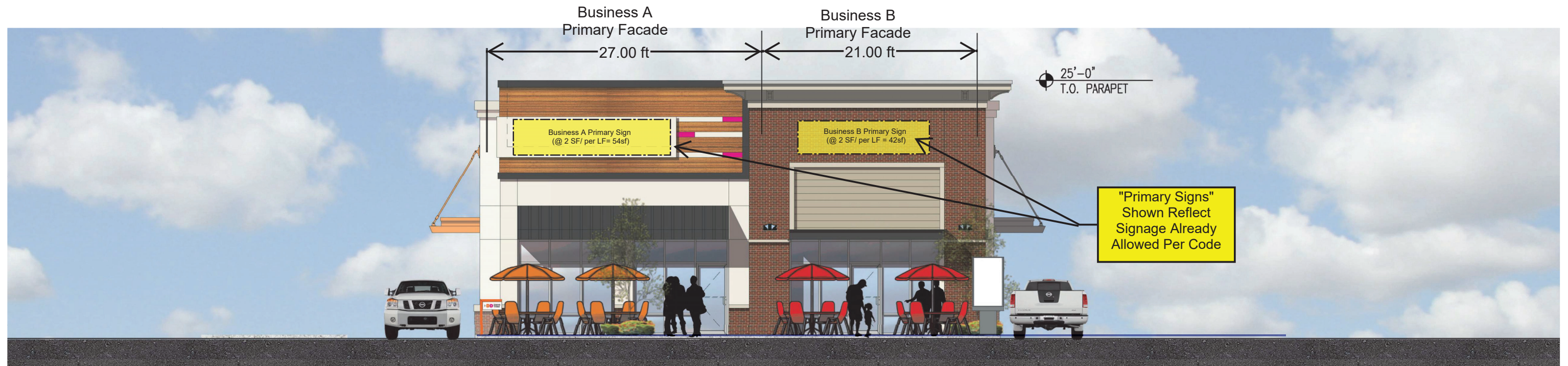
EXISTING EDGE OF PAVEMENT  
EXISTING CURB & GUTTER  
EXISTING BUILDING  
SETBACK/LS STRIP LINE  
PROPOSED CURB & GUTTER  
PROPERTY LINES  
PROPOSED CROSSWALK  
PROPOSED SIGNAGE  
PROPOSED SIGNAGE SYMBOLS  
PROPOSED HANDICAP RAMPS  
PROPOSED R.O.W. PAVING  
PROPOSED LIGHT DUTY ASPHALT  
PROPOSED HEAVY DUTY ASPHALT



MIRROR LAKE  
RETAIL  
VILLA RICA, GEORGIA

| NO.                 | BY  | DATE    | DESCRIPTION    |
|---------------------|-----|---------|----------------|
| 01                  | SCA | 1/15/22 | OWNER COMMENTS |
| 01                  | SCA | 1/09/23 | GSWCC COMMENTS |
| DRAWN BY: SCA       |     |         |                |
| CHECKED BY: RCL     |     |         |                |
| DATE: 07/05/2022    |     |         |                |
| SHEET TITLE: PLAN   |     |         |                |
| SHEET NUMBER: C-1.0 |     |         |                |





FRONT ELEVATION



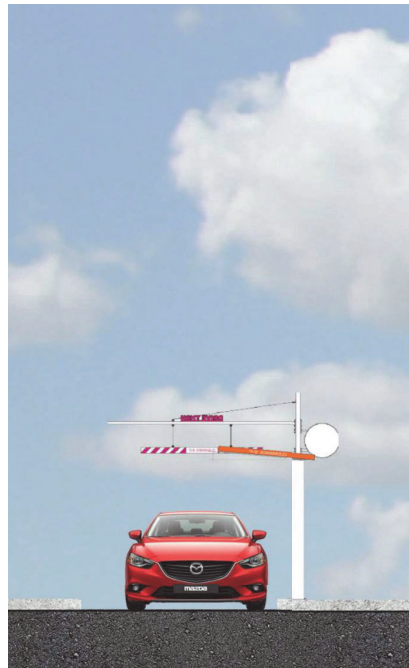
RIGHT ELEVATION

VILLA RICA GROCER  
DESIGN DEVELOPMENT RETAIL 400

VILLA RICA, GA

01.16.2023

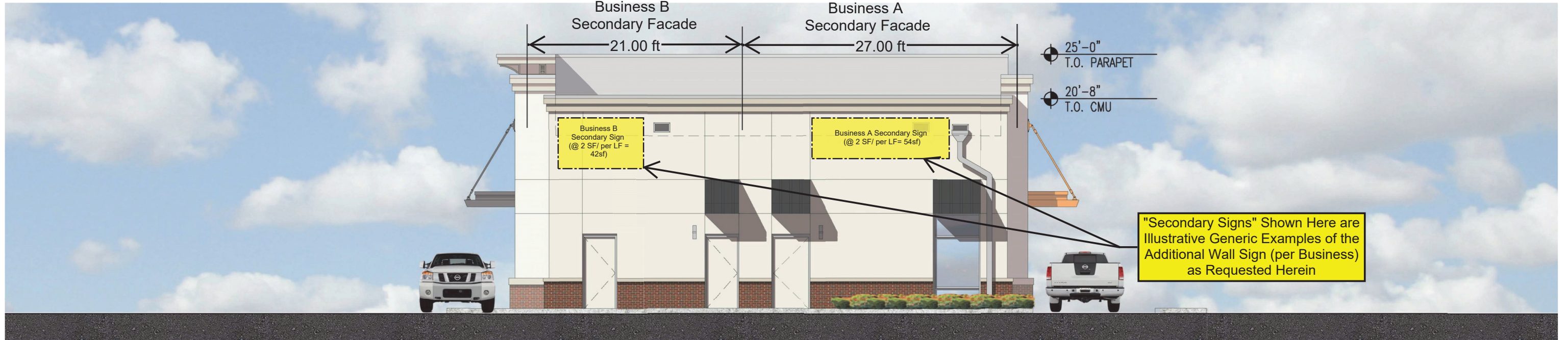




DRIVE THRU ELEVATION



LEFT ELEVATION



REAR ELEVATION



VILLA RICA GROCER  
DESIGN DEVELOPMENT RETAIL 400

VILLA RICA, GA

01.16.2023





eFiled and eRecorded  
DATE: 12/21/2022  
TIME: 11:23 AM  
DEED BOOK: 6130  
PAGE: 333 - 336  
FILING FEES: \$25.00  
TRANSFER TAX: \$0.00  
INTANGIBLE TAX: \$0.00  
PARTICIPANT ID: 1983094574  
PARTICIPANT ID: 7067927936  
PT61: 022-2022-007228  
RECORDED BY: SM  
CLERK: Alan J. Lee  
Carroll County, GA

**Prepared by:**

David Reid  
Rangeworth Law Group PLLC  
200 S Oakridge Dr.  
Suite 101-224  
Hudson Oaks, TX 76087

Parcel Identification No.:  
V050130096  
V050180062  
V050180075  
V050180085  
NCS 1065753

**QUITCLAIM DEED**

**THIS QUITCLAIM DEED** made this 15 day of ~~November~~<sup>December</sup>, 2022, by **DAVID R. SCHOERNER** ("Schoerner") whose mailing address is 125 Windsong Court, Carrollton, GA 30117, and **CAPITAL GAINS TAX SOLUTIONS NV, LLC, A NEVADA LIMITED LIABILITY COMPANY, AS TRUSTEE OF THE DMSKSS DST 2022 TRUST** ("DST" and, jointly with Schoerner, the "Grantor"), whose mailing address is 915 Highland Point Drive Suite 250, Roseville, CA 95678, to **FUQUA BCDC VILLA RICA PROJECT OWNER, LLC**, a Georgia limited liability company (the "Grantee"), whose mailing address Fifteen Piedmont Center, 3575 Piedmont Road NE, Suite 800, Atlanta, Georgia 30305 (wherever used herein, the terms "Grantor" and "Grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations):

**WITNESSETH:**

That Grantor, for and in consideration of the sum of Ten and No/100 Dollars (\$10.00) and other valuable consideration, the receipt of which is hereby acknowledged, hereby quitclaims, aliens, remises, releases, conveys and confirms unto the Grantee, without warranty or covenant of any kind, all that certain real property located in Carroll County, State of Georgia, the legal description of which is contained in Exhibit "A" attached hereto and made a part hereof (the "Land").

TOGETHER WITH all of the rights, privileges, appurtenances, hereditaments, easements, air rights, reversions, and remainders pertaining to or used in connection therewith.

TO HAVE AND TO HOLD, the same in fee simple forever.

*[signature page follows]*



IN WITNESS WHEREOF, the Grantor has caused the deed to be executed and delivered the day and year first above written.

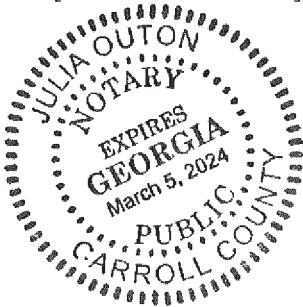
GRANTOR:

Signed, sealed and delivered in  
the presence of:

David R. Schoerner  
Name: David R. Schoerner

Laura J. Allen  
Unofficial Witness

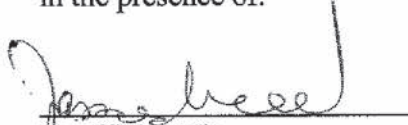
Julia Outon  
Notary Public  
My commission expires: 3-5-2024  
[NOTARIAL SEAL]



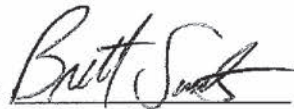
[signatures continue on following page]

[signature to Quitclaim Deed, continued]

Signed, sealed and delivered  
in the presence of:

  
Unofficial Witness

Capital Gains Tax Solutions NV, LLC, a  
Nevada limited liability company, as Trustee  
of the DMSKSS DST 2022 Trust

By:   
Name: Brett Swarts  
Title: General Managing Member

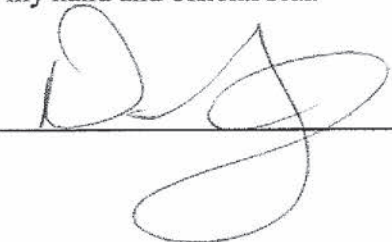
A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California )  
County of Sacramento ) SS.

On 11/17/2022, 2022, before me, Dara M. Trifeletti, a  
Notary Public, personally appeared Brett Swarts, who  
signed the within instrument in my presence and who proved to me on the basis of satisfactory  
evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and  
acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies),  
and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of  
which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature  (Seal)

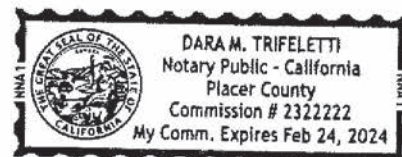


Exhibit A – Legal Description

**Legal Description – *Overall Property***

All that tract or parcel of land lying and being in Land Lot 176 and Land Lot 177 of the 2nd District, Carroll County, Georgia, and being more particularly described as follows:

Lot 1, Lot 2, Lot 3, Lot 4, Lot 5, Outparcel 1, Outparcel 2, Outparcel 3, Outparcel 4, Outparcel 5, Outparcel 6, and the Future Roadway/Mirror Lake Connector, each as shown on that certain Reconfiguration Plat of Mirror Lake Boulevard for Fuqua Development, LP recorded in Plat Book 108, Page 475, Carroll County, Georgia records.

eFiled and eRecorded  
DATE: 12/21/2022  
TIME: 11:23 AM  
DEED BOOK: 6130  
PAGE: 343 - 345  
FILING FEES: \$25.00  
TRANSFER TAX: \$0.00  
INTANGIBLE TAX: \$0.00  
PARTICIPANT ID: 1983094574  
PARTICIPANT ID: 7067927936  
PT61: 022-2022-007230  
RECORDED BY: SM  
CLERK: Alan J. Lee  
Carroll County, GA

NCS 1065753-A

**Prepared by:**

David Reid  
Rangeworth Law Group PLLC  
200 S Oakridge Dr.  
Suite 101-224  
Hudson Oaks, TX 76087

Parcel Identification No.:  
V050130096  
V050180062  
V050180075  
V050180085

**QUITCLAIM DEED**

**THIS QUITCLAIM DEED** made this 15 day of December, 2022, by **DELENA C. CONDON** and **CLAY C. CONDON** (jointly, the "Grantor"), whose mailing address is 384 Mirror Lake Blvd., Villa Rica, GA 30180, to **FUQUA BCDC VILLA RICA PROJECT OWNER, LLC**, a Georgia limited liability company (the "Grantee"), whose mailing address Fifteen Piedmont Center, 3575 Piedmont Road NE, Suite 800, Atlanta, Georgia 30305 (wherever used herein, the terms "Grantor" and "Grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations):

**W I T N E S S E T H:**

That Grantor, for and in consideration of the sum of Ten and No/100 Dollars (\$10.00) and other valuable consideration, the receipt of which is hereby acknowledged, hereby quitclaims, aliens, remises, releases, conveys and confirms unto the Grantee, without warranty or covenant of any kind, all that certain real property located in Carroll County, State of Georgia, the legal description of which is contained in Exhibit "A" attached hereto and made a part hereof (the "Land").

TOGETHER WITH all of the rights, privileges, appurtenances, hereditaments, easements, air rights, reversions, and remainders pertaining to or used in connection therewith.

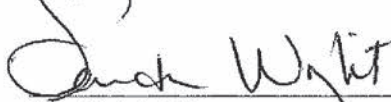
TO HAVE AND TO HOLD, the same in fee simple forever.

*[signature page follows]*

IN WITNESS WHEREOF, the Grantor has caused the deed to be executed and delivered the day and year first above written.

GRANTOR:

Signed, sealed and delivered in  
the presence of:



Unofficial Witness

Notary Public

My commission expires:

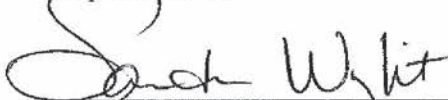
[NOTARIAL SEAL]

02/27/2024  
W-00445559  
762-760-7226

  
Name: Delena C. Condon

Calvin Jackson Jr  
NOTARY PUBLIC  
Douglas County, GEORGIA  
My Commission Expires 02/27/2024

Signed, sealed and delivered in  
the presence of:



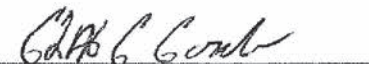
Unofficial Witness

Notary Public

My commission expires:

[NOTARIAL SEAL]

02/27/2024  
W-00445559  
762-760-7226

  
Name: Clay C. Condon

Calvin Jackson Jr  
NOTARY PUBLIC  
Douglas County, GEORGIA  
My Commission Expires 02/27/2024



Exhibit A – Legal Description

**Legal Description – *Overall Property***

All that tract or parcel of land lying and being in Land Lot 176 and Land Lot 177 of the 2nd District, Carroll County, Georgia, and being more particularly described as follows:

Lot 1, Lot 2, Lot 3, Lot 4, Lot 5, Outparcel 1, Outparcel 2, Outparcel 3, Outparcel 4, Outparcel 5, Outparcel 6, and the Future Roadway/Mirror Lake Connector, each as shown on that certain Reconfiguration Plat of Mirror Lake Boulevard for Fuqua Development, LP recorded in Plat Book 108, Page 475, Carroll County, Georgia records.



---

August 9<sup>th</sup>, 2023

Theresa Campbell, City Clerk  
City of Villa Rica  
571 W. Bankhead Highway  
Villa Rica, GA 30180

Re: Planning Report  
Fuqua BCDC Villa Rica Project Owner, LLC  
**VA-07-23**  
360, 364, 368, 372, 380 and 384 Mirror Lake  
Blvd (Outparcels 1-6)  
Land Lot 176, District 2  
Parcel #: V05 0180085, V05 0180062, V05 0180075  
Acreage: 61.1  
Ward: 1  
City Council Member: Leslie McPherson  
Planning Board Member: Tom Flowers  
City of Villa Rica, Carroll County, Georgia

Dear Ms. Campbell:

Fuqua BCDC Villa Rica Project Owner, LLC (the Applicant) seeks three variances from zoning regulations in order to permit several larger signs on the development outparcels, a higher quantity of signs, and placement on the side or rear walls of the proposed structures. The variances are detailed in Section D of this report.

The following documents, which were submitted in support of the Application, have been reviewed:

1. An approved (annotated) Site Plan, prepared by Haines, Gibson & Associates, signed and stamped by Stonie Abercrombie, PE, dated January 2<sup>nd</sup>, 2023 (1 page);
2. Variance Application, dated August 11<sup>th</sup>, 2023, signed by Jeff Fuqua (2 pages);
3. Applicant Written Statement, dated August 11<sup>th</sup>, 2023;
4. Quitclaim Deed, signed by David R. Schoerner, and dated December 15<sup>th</sup>, 2022 (4 pages);
5. Quitclaim Deed, signed by Delena C. Condon and Clay C. Condon, and dated December 15<sup>th</sup>, 2022 (3 pages);



## A. Existing Conditions

The subject properties are located west of Mirror Lake Boulevard. Collectively, all six parcels have direct frontage (but no access) along Mirror Lake Boulevard. Outparcel #4 (372 Mirror Lake Boulevard) also has frontage along the proposed Mirror Lake Connector. All parcels are currently under construction commercial uses.

The subject properties are adjacent to residential uses in the existing Stonehenge subdivision to the north, and the Spyglass Hill section of Mirror Lake subdivision to the east across Mirror Lake Boulevard, both of which are in the city limits. Outparcel #1 is adjacent to a proposed apartment development, and Outparcels #5 and #6 are adjacent to a proposed townhome development. The Town Branch stream borders the rear (western) boundaries of Parcels B and C. No streams are present on Parcel A. No easements have been identified on the site plan.

### Surrounding Properties:

| TABLE 1 – ADJACENT ZONING AND LAND USE CHARACTER AREAS |                                                                |                                            |
|--------------------------------------------------------|----------------------------------------------------------------|--------------------------------------------|
|                                                        | Current Zoning                                                 | Land Use Character Area                    |
| North                                                  | Single-Family Suburban (R1)                                    | Suburban Neighborhood                      |
| East                                                   | Planned Unit Development (PUD)                                 | Suburban Neighborhood                      |
| South                                                  | Industrial Medium Density (MF2)                                | Urban Village                              |
| West                                                   | Single-Family Attached (SFA)<br>Commercial Medium Density (C2) | Urban Village<br>Conservation / Open Space |





Figure 1: Carroll County GIS image of the site, with the property boundaries approximated.

## B. Site History

Parcel A was developed with a single-family home in 1993 and is a part of Stonehenge subdivision. The entirety of Parcels B and C are vacant and have been vacant throughout their existence. The Unified Development Code (UDC) zoned Parcel A as Multi-Family (R14) and Parcels B and C as General Industrial (GI). Parcel A was rezoned in 2020 during the citywide rezoning from R14 to Single-Family Agricultural (AG), whereas Parcels B and C were rezoned from GI to Industrial Medium-Density (I2). In October 2021, the property was rezoned by request from Fuqua Acquisitions II, LLC to a split zoning consisting of Multifamily Medium-Density (MF2), Single-Family Attached (SFA) and Commercial Medium-Density (C2) in preparation for a new mixed-use development.

The parcels have been subject to four variance application requests that were granted. Several development regulations were granted for relief.



### C. Proposed Development

The applicant currently owns the parcels in question with the intent to construct the following uses/businesses:

|              |                             |                      |
|--------------|-----------------------------|----------------------|
| Outparcel #1 | Wendy's                     | 360 Mirror Lake Blvd |
| Outparcel #2 | Smoothie King/Dunkin Donuts | 364 Mirror Lake Blvd |
| Outparcel #3 | Mavis Tires and Brakes      | 368 Mirror Lake Blvd |
| Outparcel #4 | TBD                         | 372 Mirror Lake Blvd |
| Outparcel #5 | Circle K                    | 380 Mirror Lake Blvd |
| Outparcel #6 | Tidal Wave Carwash          | 384 Mirror Lake Blvd |

The site is currently in grading stages and will be outparcels to an 18.9-acre commercial shopping center, 255 townhome units, and 208 multi-family unit mixed-use development. The applicant had the properties rezoned in 2021. Parcel A was rezoned from AG to Single-Family Attached (SFA) and Commercial Medium-Density (C2); and rezoned Parcels B and C from I2 to SFA, C2 and MF2. Approximately 9.8 acres of the proposed development is zoned MF2, and 32.98 acres is zoned SFA. Of the commercial space proposed, a 60,000 sq. ft. grocer, 5,000 sq. ft. of retail space, and 10,000 sq. ft. of restaurant space is proposed within the anchor and shops parcel.

The purpose of the request is to permit double the permitted size for all outparcels, to permit wall signs along the rear drive aisle, and to allow more signs than permitted by the ordinance. The applicant explains in their letter of intent that vehicular traffic is expected to utilize the shared common drive as access points to each parcel, and that much of the traffic to these uses will be leaving the grocery store and will need a clear point of entry with clear indication for each business.

As a part of constructing the project, the developer previously applied for thirteen (13) variances for the commercial portion of the development. The minutes from the two City Council hearings for these variances has been attached. Of the variances, once was issued for a Master Sign Plan, which would effectively be altered with the granting of this request.

#### Flood Plain

A stream (identified as Town Branch on FEMA maps) forms the western boundary of the wider development. Figure 2, below, indicates the flood zone map for the property:







calculated at a rate of one (1) square foot per one (1) linear foot of the tenant façade, not to exceed three-hundred (300) sf per sign, except under Sec.9.18. In the CMU zoning district or the CBD zoning district, sign area shall be based on one and one-half (1½) square feet per one (1) linear foot of the primary tenant facade. Sign area shall be subject to aggregate sign area per lot/parcel as specified in Table 9.1: Permanent Signs.

**The developer requests approval to permit 2SF per linear foot of the façade on which the sign is placed (i.e, similar in size to the primary frontage sign due to the secondary signs being located on what is, as practically, matter the primary access entry side). As a part of this request, the**

2. Section 9.29(1) Wall Signs: One (1) sign shall be permitted per building frontage on a public or private street”.

**A minimum of two wall signs shall be permitted for each business located on an outparcel.**

#### Proofs for Variances

In review of the variance requested for the development, the “benefits vs. detriments” of such an approval was reviewed in addition to the purposes of the Comprehensive Plan. The purposes of the request were made clear by the applicant in their application and, according to the applicant, stems the vehicular entrance layout of the parcels. The variance is the result of placement of the entrances on the interior of the former master parcels, and specific site requirements by the developer prompting their necessity. Staff could not identify any detriments from an approval of the requested variance. Although the site was not developed as a Planned Unit Development (PUD), it is designed as a master planned community. Many of the zoning ordinance regulations required are meant for single developments or developments all on one lot, which is not the case for this development. Issuance of the variances requested will benefit the entire development and make for a more cohesive development.

The Future Land Use Plan prescribes “Industrial Activity Center” and “Conservation/Open Space” as future land uses for the parcels. The intent of the Industrial Activity Center is as follows:

*“The Industrial Activity Centers are characterized by large building footprints and lots usually in excess of five (5) acres, where truck access is of primary concern. The Activity Centers may include landscaped roadways and uniform signage to create a cohesive industrial setting. Preservation and expansion of existing industrial development should respect adjacent land uses and existing development patterns (including building placement, lighting, site features, streetscape, etc.). When feasible, campus-style industrial developments are encouraged, with an emphasis on high quality construction and design and inter-connectivity.”*

The existing development pattern in the area is consistent with the Comprehensive Plan from a density and site development standpoint. The nature of the variance appears to not impact the



Comprehensive Plan.

Variance Decision Criteria

In taking action on all variance requests, the Council shall use the following decision criteria, consistent with the requirements of the Georgia Code.

a) Development Standards Variance. The Council may grant a variance from the development standards of this ordinance (such as height, bulk, area) if, after a public hearing, it makes a determination in writing (consistent with *O.C.G.A. 36-66-1*), that:

i) General Welfare. The approval will not be injurious to the public health, safety, morals, and general welfare of the community;

**The approval of the variance would not be injurious to the public health, safety, morals, and general welfare of the community**

ii) Adjacent Property. The use and value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner; and

**The value of the surrounding properties is not expected to decline or be otherwise reduced in value by permitting the variance.**

i) Practical Difficulty. The strict application of the terms of this ordinance will result in a practical difficulty in the use of the property. This situation shall not be self-imposed, nor be based on a perceived reduction of, or restriction on, economic gain.

**The variance appears to be the result of economic gain. This situation is self-imposed and a result of tenant requirements and developer layout of the entrances. However, the application of the sign ordinance must have flexibility in allowing for alternative standards in order to make a better overall project, particularly because of this being an outparcel to a larger master-planned project. The Council should balance between aesthetics of the new development and wayfinding of spaces within the development.**

**E. Comments**

**No Staff Comments**

**F. Recommendation:**

Staff recommendation:

1. Section 9.29(1)(e) Wall Signs: Shall be a maximum area of two (2) square feet per one (1) linear foot of the primary tenant frontage façade and signs for secondary frontages shall be calculated at a rate of one (1) square foot per one (1) linear foot of the tenant façade, not to exceed three-hundred



(300) sf per sign, except under Sec.9.18. In the CMU zoning district or the CBD zoning district, sign area shall be based on one and one-half (1½) square feet per one (1) linear foot of the primary tenant facade. Sign area shall be subject to aggregate sign area per lot/parcel as specified in Table 9.1: Permanent Signs. **The applicant requests two (2) square feet per one (1) linear foot for the secondary signs for each outparcel.**

Recommendation: **DENIAL**

Reasons: The placement of non-primary signage is traditionally smaller than the primary, dominant signage. With each outparcel having a monument sign, wall sign and directional signs, staff has concerns of visual or “eye” pollution from an overabundance of signage on such a new, master planned development.

2. Section 9.29(1) Wall Signs: One (1) sign shall be permitted per building frontage on a public or private street”. The applicant proposes two wall signs per property.

Recommendation: **APPROVAL**

Reasons: No detriment could be found for providing a secondary wall sign.

### **Public Notifications:**

As required by *Section 11.05* in the Code of the City of Villa Rica, the public has been notified in *Times-Georgian* on August 15<sup>th</sup> a sign has been posted on the subject properties; and all abutting property owners have received notification via regular and certified mail.

### **Public Response:**

In response to the public notifications, one business owner has contacted the city to voice concern or support for the proposed actions. A letter and survey of his property has been included with the application materials.

Should you have any questions concerning the above comments please do not hesitate to contact me. I reserve the right to make additional comments based upon further review or submission of revised plans or new information.

Very truly yours,



Fuqua BCDC Villa Rica Project Owner, LLC – Mirror Lake Boulevard

VA-07-23

August 9, 2023

Page 9 of 10

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Ronald Johnson

Planning & Zoning Administrator

cc: Tom Barber, City Manager (via email)

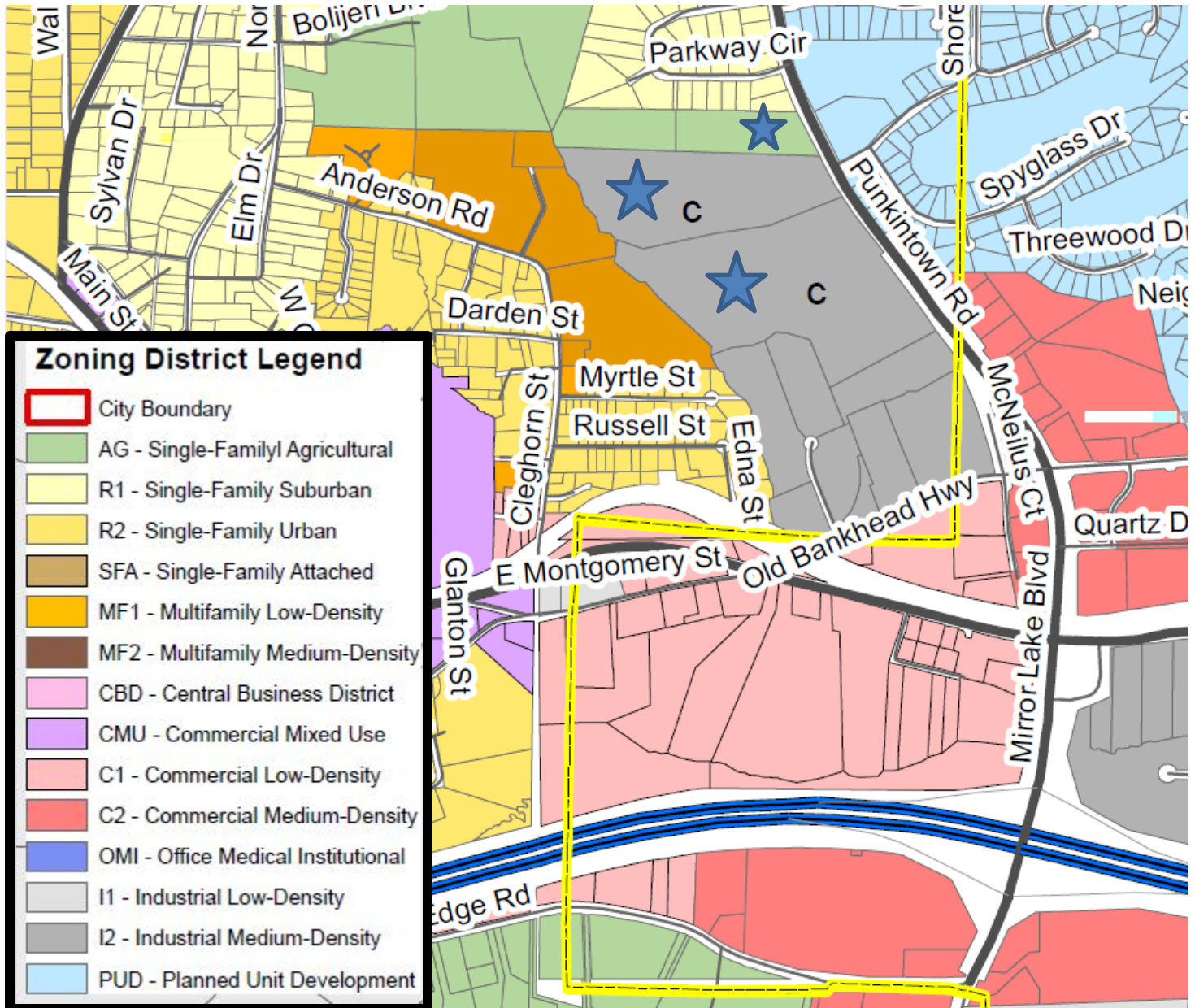
Tracy Jarvis, Community Development Director (via email)





**Corresponding Maps:**

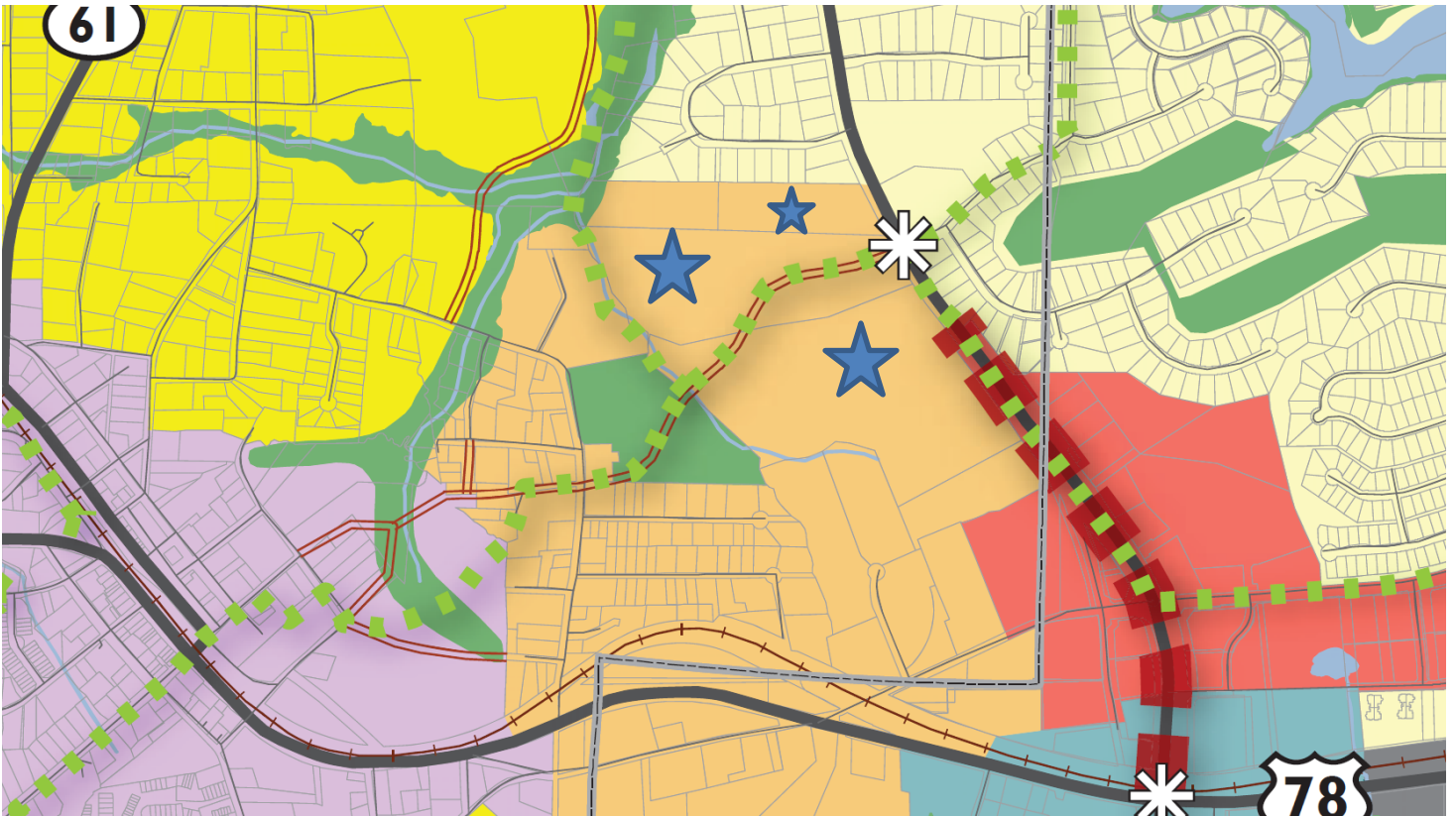
Villa Rica Zoning Map:







Villa Rica Future Land Use Map:



**CHARACTER AREAS**

-  CONSERVATION / OPEN SPACE
-  TRADITIONAL NEIGHBORHOOD
-  SUBURBAN NEIGHBORHOOD
-  URBAN VILLAGE
-  SUBURBAN VILLAGE
-  COMMUNITY CROSSROADS
-  I-20 GATEWAY
-  COMMERCIAL CORRIDOR

**ACTIVITY CENTERS**

-  DOWNTOWN
-  INDUSTRIAL
-  COMMERCIAL
-  MEDICAL
-  PROPOSED GREENWAY TRAIL
-  PROPOSED ROAD PROJECTS
-  URBAN GROWTH AREA
-  CITY BOUNDARY





# CITY OF VILLA RICA

## City Council Meeting Agenda Item Cover Sheet

**SUBJECT:** VA-08-23 – Variance from Sections 7.02(26) and 8.09(4)(a) of the Villa Rica Zoning Ordinance

**AGENDA DATE:** September 12, 2023

**DATE PREPARED:** August 28, 2023

**PREPARED BY:** Ronald Johnson, Planning & Zoning Administrator

**AMOUNT:**

**GL ACCOUNT #:**

**FUNDING SOURCE:**

**BUDGETED ITEM?**

**PUBLIC HEARING: YES**

---

**PURPOSE:** GX Development, LLC seeks a variance from Section 7.02(26) to reduce the required minimum number of parking spaces; and a variance from Section 8.09(4)(a) to permit a drive-thru in the front yard area at 380 Mirror Lake Boulevard (Outparcel #5).

**BACKGROUND:** The applicant currently under contract for the parcel in question with the intent to construct a 4,200 SF convenience store and gas station (Circle K) and a 1,785 SF, 50-seat, quick service drive-thru restaurant. The purpose of the request is to permit a drive-thru in the Mirror Lake Connector front yard area (the parcel is a corner lot). The applicant explains that with other, conforming, drive-thru options, stacking spaces would block the northern entrance. The proposed configuration would permit two-way access to the rear of the building and maintain a menu board behind the building along with the majority of stacking spaces. The applicant also proposes to reduce the number of required parking spaces from 39 to 30. The applicant has not provided reasonings for the request. Therefore, staff has not reviewed the merits of the request.

### **STAFF RECOMMENDATION:**

1. **Section 7.02(26) Off-Street Parking and Loading/ Table 7.4 Minimum Parking Space Required:** Convenience stores require 1 space per 300 SF and restaurants with a vehicular service window require a minimum of 1 space per 2 seats (50 seats). A total of 39 spaces are required. **The developer requests approval to construct 30 parking spaces.**

**Recommendation: DENIAL**

**Reasons:** The proposal is self imposed and is a result of the parcel being over capacity/overbuilt.

2. **Section 8.09(4)(a) Location:** Drive-in establishments/uses as accessory uses shall not be located within the front yard of the principal building. **The drive-thru window is located in the front of the building.**

Recommendation: **DENIAL**

Reasons: A drive-thru is not required for a restaurant to operate on-site and is therefore a requirement of the tenant only. The proposal is self-imposed and is a result of the parcel being over-capacity/overbuilt.

**IMPACT:** N/A

**MOTION:**

- (1) I move to deny the requested variance from Section 7.02(26) by GX Development, LLC, as presented.
- (2) I move to approve the requested variance from Section 8.09(4)(a) by GX Development, LLC, as presented.



August 16<sup>th</sup>, 2023

Theresa Campbell, City Clerk  
City of Villa Rica  
571 W. Bankhead Highway  
Villa Rica, GA 30180

Re: Planning Report  
GX Development, LLC  
**VA-08-23**  
380 Mirror Lake Blvd (Outparcel #5)  
Land Lot 176, District 2  
Parcel #: V05 0180085, V05 0180062, V05 0180075  
Acreage: 2.86  
Ward: 1  
City Council Member: Leslie McPherson  
Planning Board Member: Tom Flowers  
City of Villa Rica, Carroll County, Georgia

Dear Ms. Campbell:

GX Development, LLC (the Applicant) seeks two variances from zoning regulations in order to reduce the proposed minimum number of parking spaces required (Section 7.02(26)), and to permit a drive-thru in the front yard area (Section 8.09(4)(a)). The variances are detailed in Section D of this report.

The following documents, which were submitted in support of the Application, have been reviewed:

1. A proposed site plan, prepared by Haines, Gibson & Associates, signed and stamped by Stoney Abercrombie, PE, dated August 3<sup>rd</sup>, 2023 (1 page);
2. Variance Application, dated August 9<sup>th</sup>, 2023, signed by John Cowden (2 pages);
3. Applicant Written Statement, dated August 9<sup>th</sup>, 2023;
4. Letter of Authorization, dated August 10<sup>th</sup>, 2014, signed by Jeff Fuqua;
5. Quitclaim Deed, signed by Delena C. Condon and Clay C. Condon, and dated December 15<sup>th</sup>, 2022 (3 pages).



## A. Existing Conditions

The subject property is located west of Mirror Lake Boulevard. The parcel has direct frontage (but no access) along Mirror Lake Boulevard and frontage along the proposed Mirror Lake Connector. The parcel is currently being graded.

The subject property is adjacent to a proposed Tidal Wave Carwash, a proposed bank, several proposed townhomes, and the Spyglass Hill section of Mirror Lake subdivision to the east across Mirror Lake Boulevard, all of which are in the city limits. No easements have been identified on the site plan.

### Surrounding Properties:

| TABLE 1 – ADJACENT ZONING AND LAND USE CHARACTER AREAS |                                |                         |
|--------------------------------------------------------|--------------------------------|-------------------------|
|                                                        | Current Zoning                 | Land Use Character Area |
| North                                                  | Commercial Medium Density (C2) | Urban Village           |
| East                                                   | Planned Unit Development (PUD) | Suburban Neighborhood   |
| South                                                  | Commercial Medium Density (C2) | Urban Village           |
| West                                                   | Single-Family Attached (SFA)   | Urban Village           |





Figure 1: Carroll County GIS image of the site, with the property boundaries approximated.

## B. Site History

Parcel A was developed with a single-family home in 1993 and is a part of Stonehenge subdivision. The entirety of Parcels B and C are vacant and have been vacant throughout their existence. The Unified Development Code (UDC) zoned Parcel A as Multi-Family (R14) and Parcels B and C as General Industrial (GI). Parcel A was rezoned in 2020 during the citywide rezoning from R14 to Single-Family Agricultural (AG), whereas Parcels B and C were rezoned from GI to Industrial Medium-Density (I2). In October 2021, the property was rezoned by request from Fuqua Acquisitions II, LLC to a split zoning consisting of Multifamily Medium-Density (MF2), Single-Family Attached (SFA) and Commercial Medium-Density (C2) in preparation for a new mixed-use development.

The parcels have been subject to four variance application requests that were granted. Several development regulations were granted for relief.



### **C. Proposed Development**

The applicant currently under contract for the parcel in question with the intent to construct a 4,200 SF convenience store and gas station (Circle K) and a 1,785 SF, 50-seat, quick service drive-thru restaurant.

The site is currently in grading stages and will be outparcels to an 18.9-acre commercial shopping center, 255 townhome units, and 208 multi-family unit mixed-use development. The applicant had the properties rezoned in 2021. Parcel A was rezoned from AG to Single-Family Attached (SFA) and Commercial Medium-Density (C2); and rezoned Parcels B and C from I2 to SFA, C2 and MF2. Approximately 9.8 acres of the proposed development is zoned MF2, and 32.98 acres is zoned SFA. Of the commercial space proposed, a 60,000 sq. ft. grocer, 5,000 sq. ft. of retail space, and 10,000 sq. ft. of restaurant space is proposed within the anchor and shops parcel.

The purpose of the request is to permit a drive-thru in the Mirror Lake Connector front yard area (the parcel is a corner lot). The applicant explains that with other, conforming, drive-thru options, stacking spaces would block the northern entrance. The proposed configuration would permit two-way access to the rear of the building and maintain a menu board behind the building along with the majority of stacking spaces. The applicant also proposes to reduce the number of required parking spaces from 39 to 30. The applicant has not provided reasonings for the request. Therefore, staff has not reviewed the merits of the request.

As a part of constructing the project, the master developer, Fuqua, previously applied for thirteen (13) variances for the commercial portion of the development.

#### **Flood Plain**

A stream (identified as Town Branch on FEMA maps) forms the western boundary of the wider development. Figure 2, below, indicates the flood zone map for the property:





## National Flood Hazard Layer FIRMette

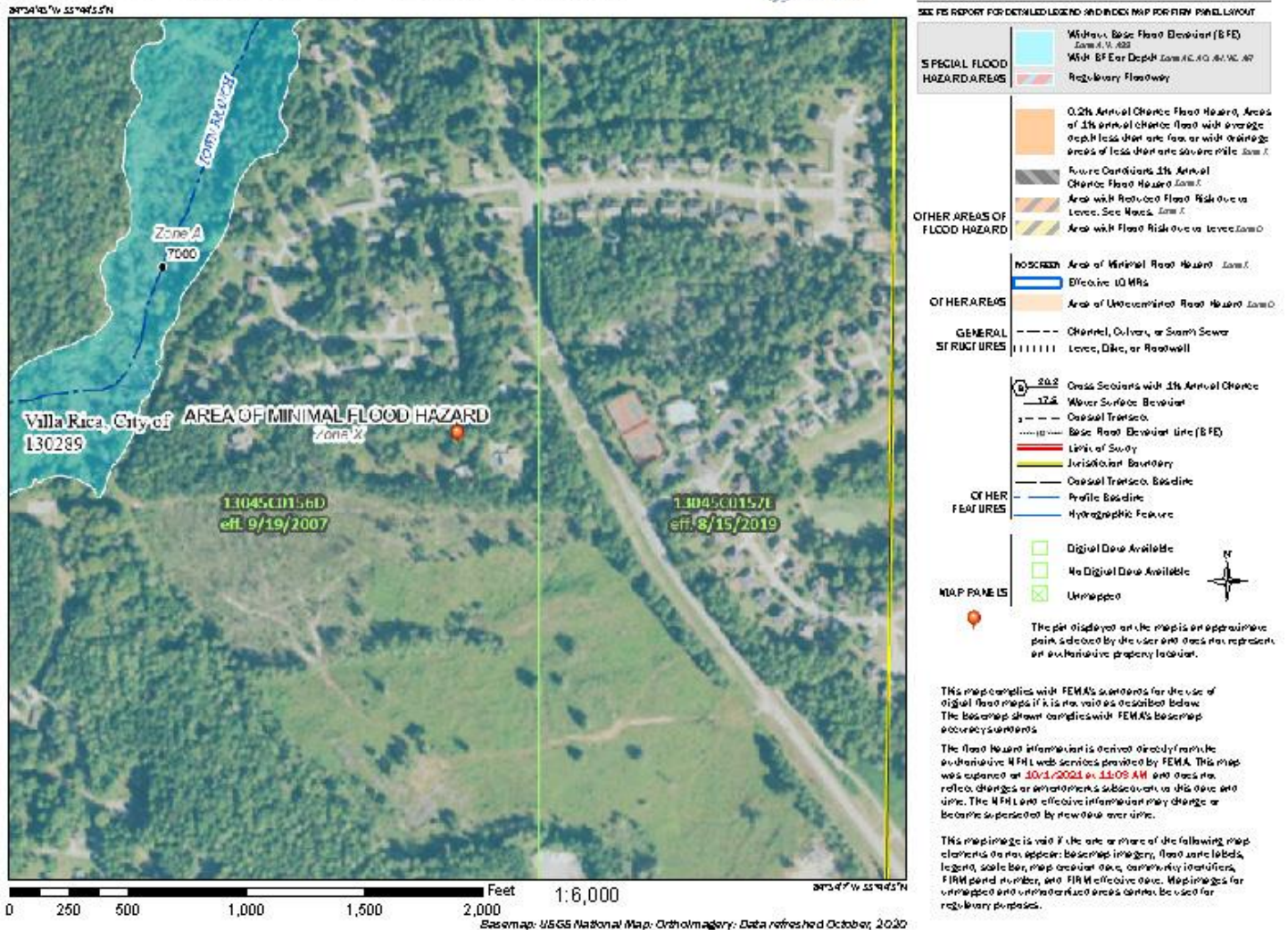


Figure 2: National Flood Hazard Layer FIRM Map 13045C0158D

### D. Variances

The developer has requested variance relief from the sign ordinance as outlined below. The applicant has stated the primary reason for not complying with the sections of the sign ordinance is because of the “integrated/wholistic nature of the project” and that vehicular traffic will be entering the lots from the access drives.

The Applicant has requested variance relief for the following:

1. Section 7.02(26) Off-Street Parking and Loading/ Table 7.4 Minimum Parking Space Required: Convenience stores require 1 space per 300 SF and restaurants with a vehicular



service window require a minimum of 1 space per 2 seats (50 seats). A total of 39 spaces are required.

**The developer requests approval to permit 30 parking spaces.**

2. Section 8.09(4)(a) Location: Drive-in establishments/uses as accessory uses shall not be located within the front yard of the principal building.

**The applicant proposes to place the drive-in in the Mirror Lake Connector front yard area.**

#### Proofs for Variances

In review of the variance requested for the development, the “benefits vs. detriments” of such an approval was reviewed in addition to the purposes of the Comprehensive Plan. The purposes of the request were not made clear regarding the need to reduce parking. The applicant has, however advised of the purposes behind the need for the drive-thru in the front yard area, and according to the applicant, stems from the layout of the parcel. Staff could not identify any benefits from an approval of the requested variance. The site appears to be over capacity. Although the area is proposed to be pedestrian oriented with multi-use and golf cart paths, the gas station use and drive thru are purpose-built for primarily vehicular traffic. The variances appear to stem from the on-site restaurant use, as the drive-thru is a vestige of that use, and the majority of the parking demand stems from this use, although it takes up less than half of the lot area of the adjacent convenience store. Although the restaurant could exist without the drive-thru, it would still fail to meet the required number of parking spaces. Alternatively, the convenience store could be reduced in size to reduce the number of spaces, which may help in providing alternatives for the drive-thru to be compliant.

The Future Land Use Plan prescribes “Industrial Activity Center” and “Conservation/Open Space” as future land uses for the parcels. The intent of the Industrial Activity Center is as follows:

*“The Industrial Activity Centers are characterized by large building footprints and lots usually in excess of five (5) acres, where truck access is of primary concern. The Activity Centers may include landscaped roadways and uniform signage to create a cohesive industrial setting. Preservation and expansion of existing industrial development should respect adjacent land uses and existing development patterns (including building placement, lighting, site features, streetscape, etc.). When feasible, campus-style industrial developments are encouraged, with an emphasis on high quality construction and design and inter-connectivity.”*

The existing development pattern in the area is not consistent with the Comprehensive Plan from a use, density and site development standpoint. The variances would further deviate from the Comprehensive Plan.



Variance Decision Criteria

In taking action on all variance requests, the Council shall use the following decision criteria, consistent with the requirements of the Georgia Code.

a) Development Standards Variance. The Council may grant a variance from the development standards of this ordinance (such as height, bulk, area) if, after a public hearing, it makes a determination in writing (consistent with O.C.G.A. 36-66-1), that:

i) General Welfare. The approval will not be injurious to the public health, safety, morals, and general welfare of the community;

**The approval of the variance would not be injurious to the public health, safety, morals, and general welfare of the community**

ii) Adjacent Property. The use and value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner; and

**The value of the surrounding properties is not expected to decline or be otherwise reduced in value by permitting the variance.**

i) Practical Difficulty. The strict application of the terms of this ordinance will result in a practical difficulty in the use of the property. This situation shall not be self-imposed, nor be based on a perceived reduction of, or restriction on, economic gain.

**The variance appears to be the result of economic gain. This situation is self-imposed and a result of tenant requirements and conclude that ,with the uses as proposed on the lot, the parcel is overdeveloped or over capacity.**

**E. Comments**

**No Staff Comments**

**F. Recommendation:**

Staff recommendation:

1. Section 7.02(26) Off-Street Parking and Loading/ Table 7.4 Minimum Parking Space Required: Convenience stores require 1 space per 300 SF and restaurants with a vehicular service window require a minimum of 1 space per 2 seats (50 seats). A total of 39 spaces are required.

Recommendation: **DENIAL**

Reasons: The proposal is self imposed and is a result of the parcel being over capacity/overbuilt.

2. Section 8.09(4)(a) Location: Drive-in establishments/uses as accessory uses



shall not be located within the front yard of the principal building.

Recommendation: DENIAL

Reasons: A drive-thru is not required for a restaurant to operate on-site and is therefore a requirement of the tenant only. The proposal is self-imposed and is a result of the parcel being over-capacity/overbuilt.

**Public Notifications:**

As required by *Section 11.05* in the Code of the City of Villa Rica, the public has been notified in *Times-Georgian* on August 21<sup>st</sup>, a sign has been posted on the subject properties; and all abutting property owners have received notification via regular and certified mail.

**Public Response:**

In response to the public notifications, no correspondence has been received in objection or support of the variances.

Should you have any questions concerning the above comments please do not hesitate to contact me. I reserve the right to make additional comments based upon further review or submission of revised plans or new information.

Very truly yours,

Ronald Johnson

Planning & Zoning Administrator

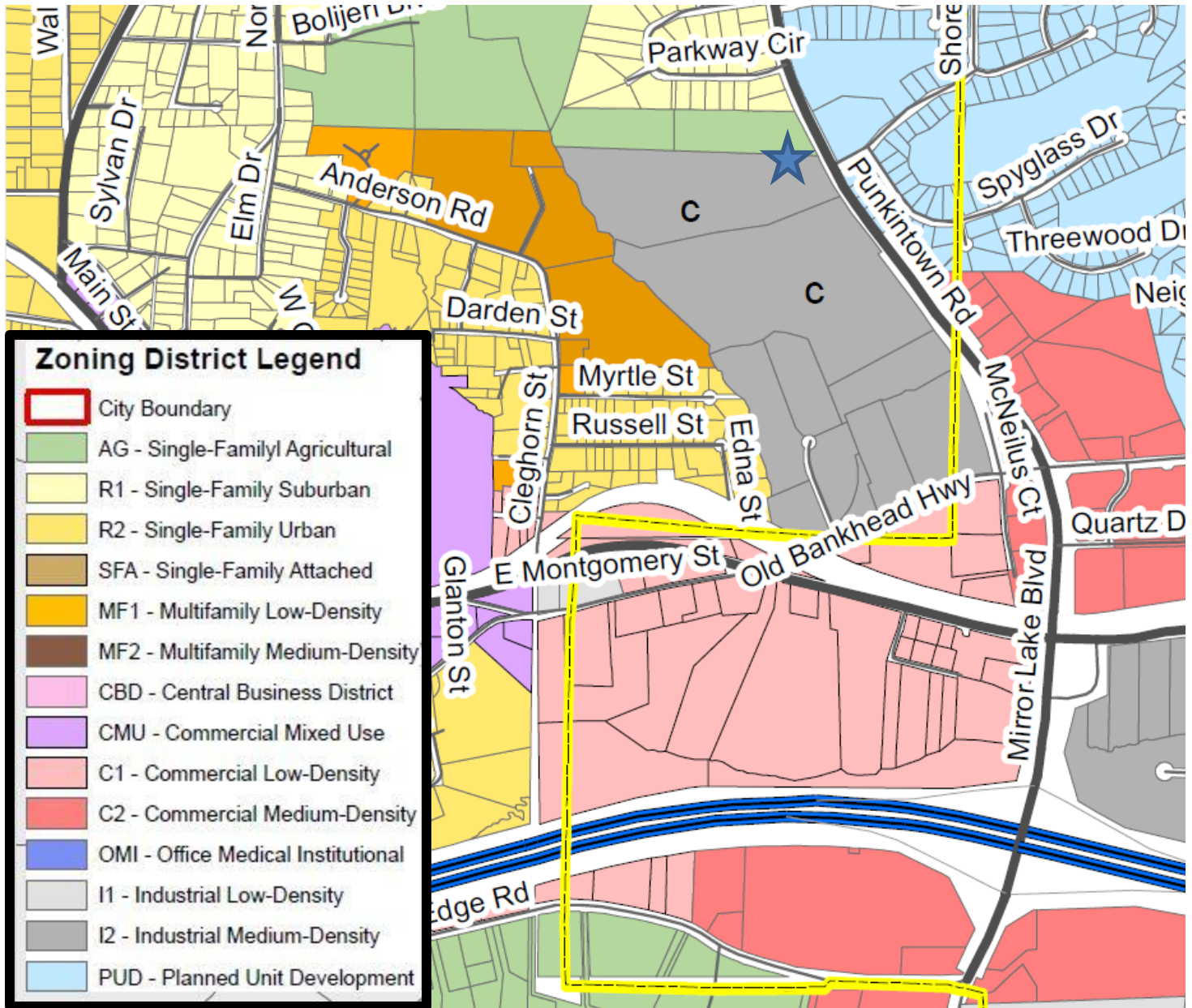
cc: Tom Barber, City Manager (via email)  
Tracy Jarvis, Community Development Director (via email)





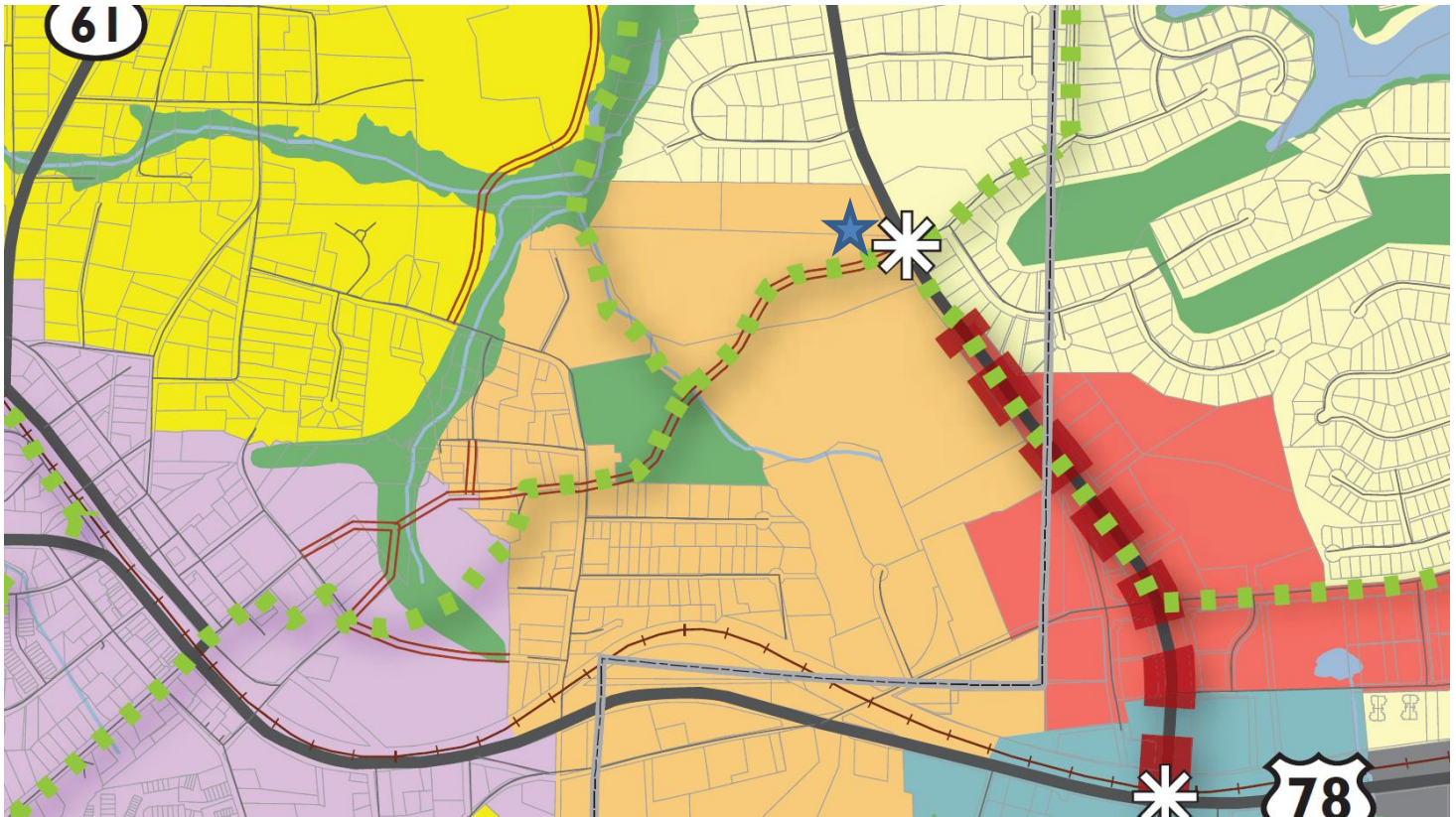
**Corresponding Maps:**

Villa Rica Zoning Map:





Villa Rica Future Land Use Map:



**CHARACTER AREAS**

-  CONSERVATION / OPEN SPACE
-  TRADITIONAL NEIGHBORHOOD
-  SUBURBAN NEIGHBORHOOD
-  URBAN VILLAGE
-  SUBURBAN VILLAGE
-  COMMUNITY CROSSROADS
-  I-20 GATEWAY
-  COMMERCIAL CORRIDOR

**ACTIVITY CENTERS**

-  DOWNTOWN
-  INDUSTRIAL
-  COMMERCIAL
-  MEDICAL
-  PROPOSED GREENWAY TRAIL
-  PROPOSED ROAD PROJECTS
-  URBAN GROWTH AREA
-  CITY BOUNDARY







APPLICATION FOR  
VARIANCE/APPEAL

☐ APPEAL ☒ VARIANCE

The procedure for requesting a Variance or filing an Appeal is set forth in Section 2.03.J and 2.03.K respectively, of the Unified Development Code (UDC). Generally, the amendment process involves review by the Community Development Manager and City Council.

Please complete the blanks with the requested information. If any of the information or required materials is missing or incomplete, the application will not be processed. Also, please note the required information requested on the back of this page.

Date of Application: 8-9-2023

APPLICANT

Applicant Name: GX Development LLC

Address: 1575 Northside Drive NW St 470 City: Atlanta State: GA Zip: 30318

Phone: (423) 618-2773 Fax: ( ) - Email: JohnC@devexp.net

Agent Name: John Cowden

Address: 1575 Northside Drive St. 470 City: Atlanta State: GA Zip: 30318

Phone: (423) 618-2773 Fax: ( ) - Email: JohnC@devexp.net

Owner Name (If different from applicant): FUQUA BCDC VILLA RICA PROJECT OWNER, LLC

Address: 3575 PIEDMONT RD NE, STE 300 City: ATLANTA State: GA Zip: 30305

Phone: (404) 410-2579 Fax: ( ) - Email: JEFF.FUQUA@FUQUADEV.COM

(Note: A notarized statement signed by the property owner(s) authorizing the applicant to make this request shall be attached to the application.)

VARIANCE OR APPEAL INFORMATION

Address of Variance or Appeal Location: \_\_\_\_\_

380 MIRROR LAKE BLVD.

I, John Cowden, hereby state that all of the above statements and statements contained in the documents submitted with this application are true. I hereby request processing of this application.

John Cowden  
Signature of Applicant

8-9-23  
Date





CASE # \_\_\_\_\_  
VARIANCE/APPEAL

### **Required Materials to Accompany the Application**

*The Community Development Manager may waive informational requirements upon finding that the information is not required to determine compliance with UDC requirements.*

#### **Variance:**

1. Copy of deed, lease, option agreement or other evidence of ownership or applicant's interest in the property. If the applicant is not the owner, attach a notarized statement signed by the owner authorizing the applicant to request the amendment.
2. A site plan demonstrating the requested variance, showing the affected property, adjacent property, zoning and existing land use;
3. A statement of why the variance is necessary;
4. A statement as to how the applicant's request satisfies each required finding;
5. A listing of the owners of property within 250 feet of the subject property and the mailing addresses for said owners on file with the County Assessor; and
6. Any other exhibits as may be required by the Community Development Manager.

#### **Appeals from Staff Determinations:**

1. Copy of deed, lease, option agreement or other evidence of ownership or applicant's interest in the property. If the applicant is not the owner, attach a notarized statement signed by the owner authorizing the applicant to request the amendment;
2. A statement as to why the applicant believes the Staff's determination is contrary to the intent and requirements of the Code; and
3. Any other exhibits as may be required by the Community Development Manager.

**Return Form to:**  
**Planning & Zoning**  
**Office of Community Development**  
**City of Villa Rica**  
**571 West Bankhead**  
**Villa Rica, GA 30180**

**678.785.1004 (T)**  
**770.459.7003 (F)**

#### **For Department Use Only**

Case No: \_\_\_\_\_

Filing Fee: \_\_\_\_\_

Date Received: \_\_\_\_\_

Pre-Application Conf: \_\_\_\_\_

Staff Comments/Findings: \_\_\_\_\_

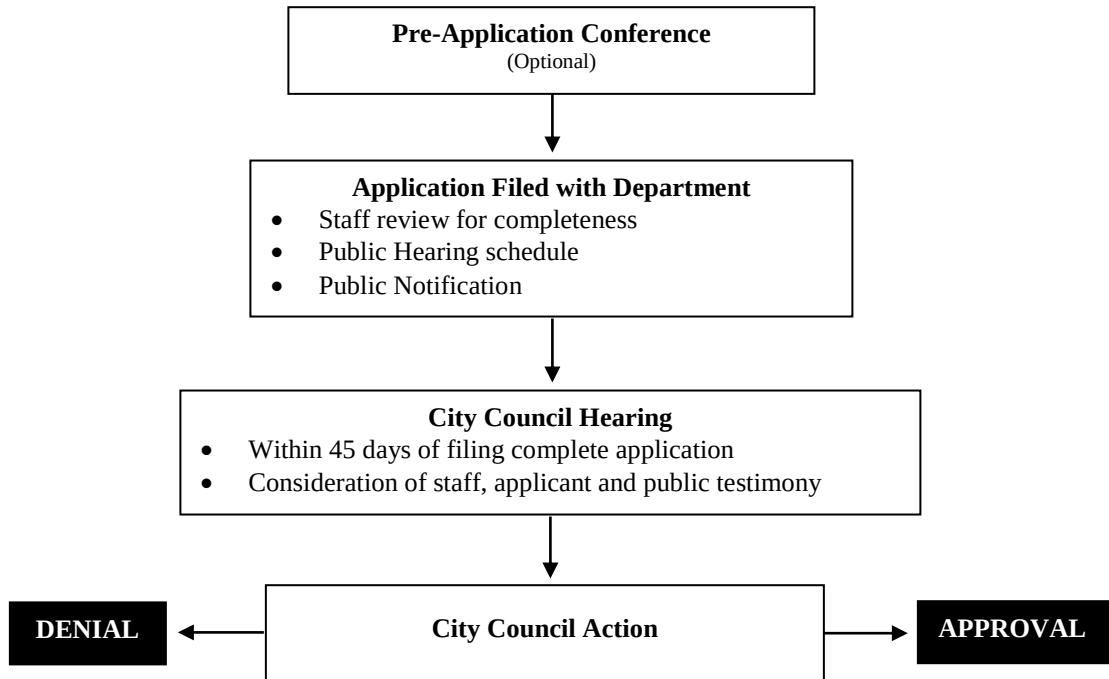
Action and Date: \_\_\_\_\_



CASE # \_\_\_\_\_  
VARIANCE/APPEAL

---

## PROCESS



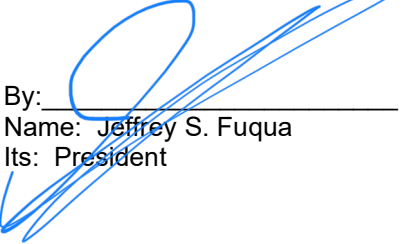
## LETTER OF AUTHORIZATION

Parcel ID: LL/176 District 2  
Address: 380 Mirror Lake Blvd, Villa Rica GA 30180

I authorize John Cowden of GX Development, LLC, and/or Jody Williams of Hendon & Huckestein Architects PC or Stoney Abercrombie of Haines, Gipson and Associates to apply for all necessary building permits, land use permits and variances on our behalf as necessary for the development of their project.

### OWNER:

Fuqua BCDC Villa Rica Project Owner, LLC,   
a Georgia limited liability company

By:   
Name: Jeffrey S. Fuqua  
Its: President

### Owner Address:

Fuqua BCDC Villa Rica Project Owner, LLC  
c/o Fuqua Development, L.P.  
3575 Piedmont Rd., NE, Suite 800  
Atlanta, GA 30305

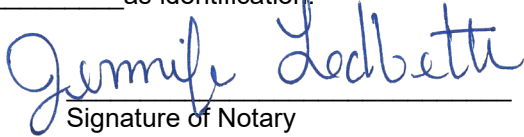
State of Georgia

County of Fulton

The foregoing instrument was certified and subscribed before me this 10th day of August, 2014 by Jeff Fuqua who is personally known to me or who has produced \_\_\_\_\_ as identification.

(seal)



  
Signature of Notary

Jennifer Ledbetter  
Print Name of Notary

| Property Address    | Parcel ID Number | Owner Name             | Owner Mailing Address                   |
|---------------------|------------------|------------------------|-----------------------------------------|
| 1000 SHORELINE PKWY | V05 0110090      | MIRROR LAKE COMM ASSOC | 1000 SHORELINE PKWYVILLA RICA, GA 30180 |
| 9861 SPYGLASS DR    | V05 0110136      | REID DAWN N            | 16501 PARK STREETLIVONIA, MI 48154      |
| 9851 SPYGLASS DR    | V05 0110135      | BROWN EDWARD E JR      | 9851 SPYGLASS DRVILLA RICA, GA 30180    |

**Villa Rica**  
**Carroll County, Georgia**

**Circle K**  
**380 Mirror Lake Blvd.**  
**Written Statement**  
**August 09, 2023**

**Project Description:**

The Proposed Circle K (gas station) and restaurant project is on a 2.86 acre parcel. This parcel is Zoned Medium Density Commercial (C-2). This development is outparcel #5 in the Fuqua Development Project (Villa Rica Retail). This project will consist of a C-store at 4,200 s.f. with 6 gas pumps, it will also contain a Restaurant space of 1,785 s.f. that will contain a drive thru pick up window.

**Variation requests:**

GX Development LLC is requesting the following variances per the City of Villa Rica, Georgia Article 3-Zoning Code adopted March 13, 2023. The site plan submitted with this application (the "Site Plan") is provided to indicate the location of the variances.

**1. Sec. 7.02(26). – Off-Street parking and loading. Table 7.4 Minimum Parking Space Requirements**

A variance is being requested to reduce the proposed parking below the City Villa Rica code minimum.

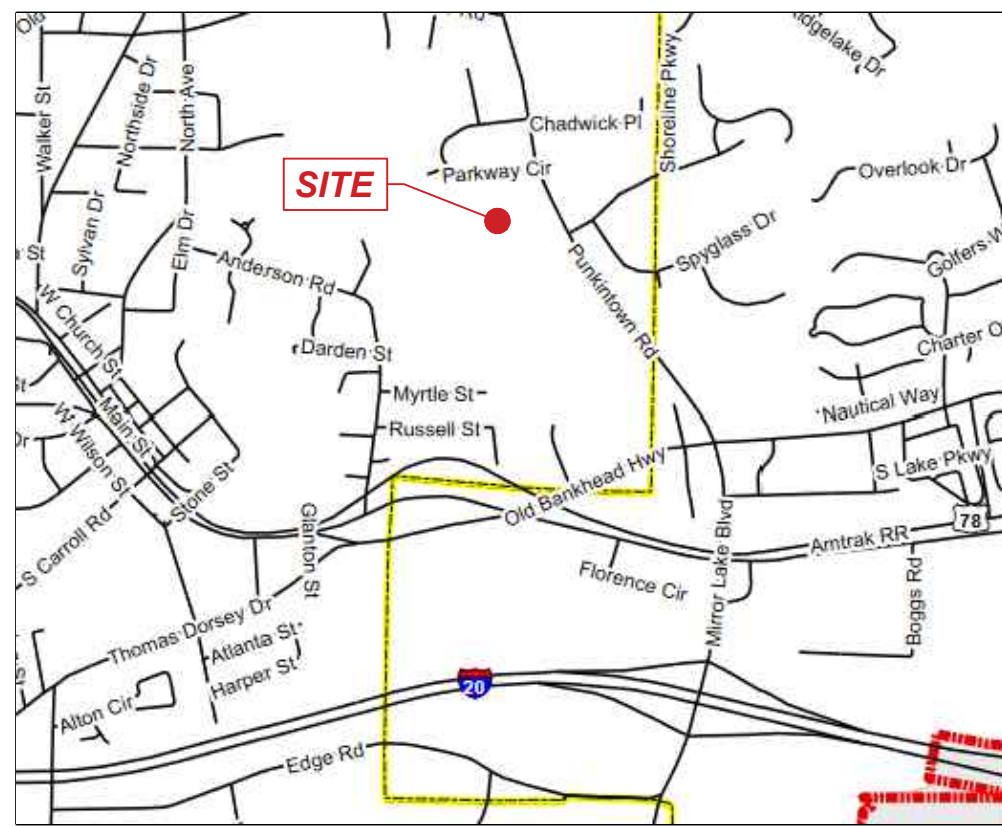
According to the Villa Rica code stated above – Convenience Store minimum parking required is 1 space per 300 s.f., and a Restaurant (50 seats) with a vehicular Service window minimum parking required is 1 space per 2 seats. The City Minimum required parking for this site is 39 parking spaces. The current site plan is providing 30 parking spaces.

**2. Sec. 8.09(4)(a) – Location, Drive-in establishments/uses as accessory uses shall not be located within the front yard of the principal building.**

A variance is being requested to allow the pick up window to remain facing a front yard.

There were many options looked at for the drive thru window at this location. With these options we ran into stacking issues blocking up the entrance into the site from the north, and maintaining ease of access around the building for food and gas deliveries. The proposed drive thru window location currently allows us to maintain all the stacking and the order board behind the building. It also allows two way access to the rear of the building. Which improves deliveries of the food and gas to this facility.





### LOCATION MAP

#### GENERAL SITE NOTES:

- OWNER/DEVELOPER: GX DEVELOPMENT, LLC  
1575 NORTHSIDE DR. BLDG. 400, SUITE 470  
VILLA RICA, GA 30318
- SITE IS LOCATED AT THE 380 MIRROR LAKE BLVD. VILLA RICA, GA 30180, PARCEL #s PARCEL, CITY OF Villa Rica, Douglas, GA, AND CONSISTS OF ±2.86 ACRES.
- THE SITE IS ZONED C-2 PROPOSED USE IS MIXED-USE DEVELOPMENT CONSISTING OF MULTIFAMILY RESIDENTIAL AND COMMERCIAL.
- ALL DIMENSIONS AND RADII ARE TO/FROM THE FACE OF CURB, EDGE OF ASPHALT, AND/OR THE OUTSIDE FACE OF THE BUILDING WALL UNLESS OTHERWISE STATED. ALL RADII DIMENSION ADJACENT TO PARKING SPACES ARE 3' UNLESS OTHERWISE NOTED.
- ALL NEW CONSTRUCTION SHALL CONFORM TO THE LATEST REQUIREMENTS OF THE AMERICAN DISABILITIES ACT (A.D.A.). SEE ARCHITECTURAL DWGS. FOR STRUCTURE COMPLIANCE.
- ALL SIGNAGE TO BE PERMITTED UNDER SIGN REGULATIONS IN EFFECT AT TIME OF SIGN PERMIT APPLICATION SUBMITTAL.
- UNLESS OTHERWISE NOTED, ALL PAVEMENT IS TO BE STANDARD DUTY ASPHALT.
- TYPICAL PAVEMENT SECTION FOR THE NEW PAVEMENTS ARE INCLUDED IN THE CONSTRUCTION DETAIL SHEETS.
- ALL CONSTRUCTION TO CONFORM TO VILLA RICA STANDARDS AND SPECIFICATIONS WHETHER OR NOT REVIEW COMMENTS WERE MADE.
- ALL PAVEMENT MARKINGS, STRIPING, AND SIGNAGE SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE LOCAL JURISDICTION, THE STATE D.O.T., AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- PROVIDE TRAFFIC CONTROL AS REQUIRED, IN ACCORDANCE WITH THE U.S. DEPT. OF TRANSPORTATION "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND GOVERNING MUNICIPALITY REQUIREMENTS.
- CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS AND BONDS AS DEEMED NECESSARY BY THE LOCAL AUTHORITY.
- CONTRACTOR SHALL CONTACT ALL APPLICABLE LOCAL AUTHORITIES PRIOR TO ANY CONSTRUCTION ACTIVITY WITHIN THE RIGHT-OF-WAY TO OBTAIN THE APPROPRIATE PERMITS.
- THERE ARE NO WETLANDS PRESENT ON THE PROPOSED SITE.
- THIS PROPERTY IS NOT LOCATED IN A 100 YEAR FLOOD HAZARD AREA BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA. THE MAP NUMBER FOR THIS AREA IS 1304500156D, AND THE DATE OF SAID MAP IS 09/19/2007. THIS DETERMINATION WAS MADE BY GRAPHICALLY LOCATING THE POSITION OF THE SUBJECT SITE ON SAID FIRM MAPS UNLESS OTHERWISE NOTED.

**TOTAL SITE AREA = ±2.86 ACRES**

**EXISTING/PRE-DEVELOPED:**  
IMPERVIOUS AREA = ±0.45 AC.  
PERVIOUS AREA = ±2.41 AC.

**POST-DEVELOPED:**  
IMPERVIOUS AREA = ±1.74 AC.  
PERVIOUS AREA = ±1.12 AC.

#### RIGHT-OF-WAY NOTES:

- ALL ROADWAY / WALKWAY UTILITY CROSSINGS ARE TO BE BORED AND CASED. ANY ROAD OPEN CUTS ARE TO BE SUBMITTED, REVIEWED, AND PERMITTED TO DOT UTILITY DIVISION UNDER SEPARATE PERMIT. CONTACT DOT UTILITIES FOR PERMIT PROCESS.
- ANY DRIVE, ACCESS, SIDEWALK / SHOULDER CROSS-SLOPE, IN THE R/W, IS TO MATCH THE STD. 1/4" PER L.F. (2.0% PER A.D.A.).

#### LEGEND

|                                 |  |
|---------------------------------|--|
| EXISTING EDGE OF PAVEMENT       |  |
| EXISTING CURB & GUTTER          |  |
| EXISTING BUILDING               |  |
| PROPOSED CONCRETE CURB & GUTTER |  |
| PROPOSED BUILDING               |  |
| PROPOSED RETAINING WALL         |  |
| PROPERTY LINES                  |  |
| PROPOSED COMPACTOR BUILDING     |  |
| PROPOSED PAINTED CROSSWALK      |  |
| PROPOSED DECORATIVE CROSSWALK   |  |
| PROPOSED SIGNAGE                |  |
| PROPOSED SIGNAGE SYMBOLS        |  |
| PROPOSED HANDICAP RAMPS         |  |
| PROPOSED CONCRETE SIDEWALKS     |  |
| PROPOSED HEAVY DUTY CONCRETE    |  |



Georgia 811  
One-Call System  
Dial 811  
Or Call 800-252-4111

CAUTION-NOTE TO CONTRACTOR  
The contractor shall be responsible for obtaining all necessary permits and approvals from the local authority having jurisdiction. The contractor shall also be responsible for obtaining all necessary permits and approvals from the local authority having jurisdiction. The contractor shall also be responsible for obtaining all necessary permits and approvals from the local authority having jurisdiction.

| PROPOSED BLDG. | BLDG. SQ. FT. | SEATS | REQUIRED PARKING | PROVIDED PARKING | PARCEL AREA |
|----------------|---------------|-------|------------------|------------------|-------------|
| C-STORE        | 4,200         |       | 14               | 12               |             |
| REST.          | 1,785         | 50    | 25               | 18               |             |
| TOTAL          | 5,985         |       | 39               | 30               | 2.88 AC     |

C-STORE WITH PUMPS 1SP/300 s.f.  
RESTAURANT W/ DRIVE THRU 1SP/2 SEATS

NOTE: PAINT STRIPING IN ALL PARKING LOT AND PAVEMENT PARKING LOT AND PAVEMENT AREAS SHOULD BE CONSTRUCTED WITH A PAINT PRODUCT THAT PROVIDES A HIGH SLIP-RESISTANT FINISH AND PREVENTS INDIVIDUALS FROM SLIPPING WHEN STEPPING ON THE STRIPING IN BOTH WET AND DRY CONDITIONS.

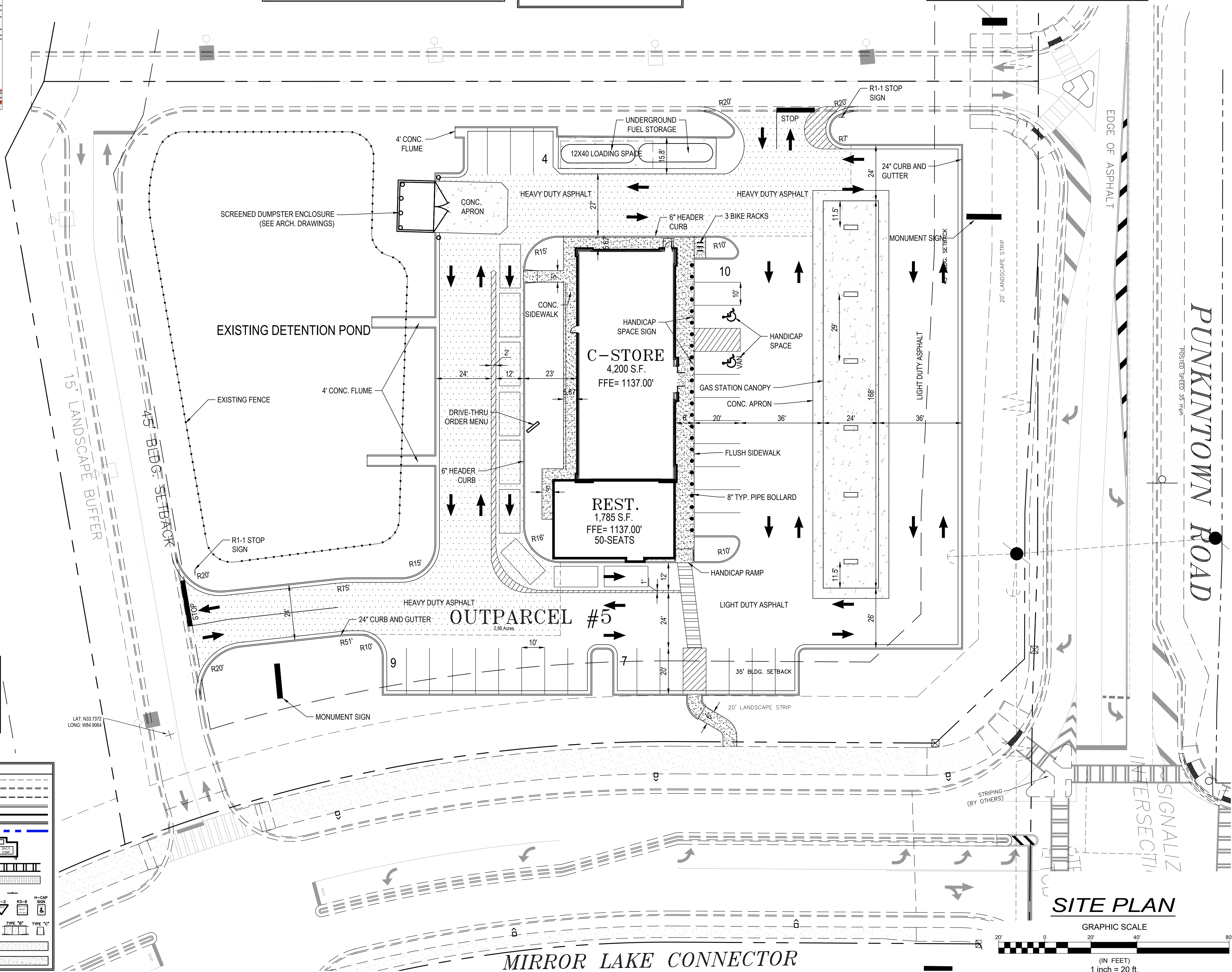
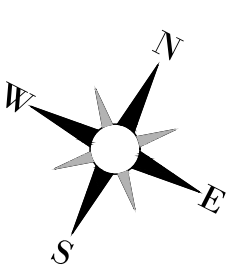
GENERATOR SITING NOTE (per Grocery SDM 1-52): THE PROPOSED LOCATION OF STORAGE TANK(S) AT THE SUBJECT SITE IS NOT WITHIN 500 FEET OF ANY EXISTING COMMUNITY WATER SUPPLY WELL, NOT WITH 500 FEET OF ANY EXISTING NON-TRANSIENT, NON-COMMUNITY WATER SUPPLY WELL, AND NOT WITHIN 100 FEET OF ANY OTHER MUNICIPAL WATER SUPPLY WELL.

SEE LANDSCAPE AND HARDSCAPE PLANS FOR EXACT SIDEWALK LAYOUT, HARDSCAPE PLAN, DISPOSITION OF CONCRETE SIDEWALK OR OTHER SURFACE TREATMENT, LANDSCAPE AREAS, AND GRASSED AREAS.

NOTE: PARKING LOTS SHALL BE MAINTAINED IN GOOD CONDITION, FREE OF POTHoles, WEEDS, DUST, TRASH, AND DEBRIS.

NOTE: SEE SHEET C-10.3 FOR ALL ASPHALT AND CONCRETE DESIGNS PER THE GEOTECH REPORT.

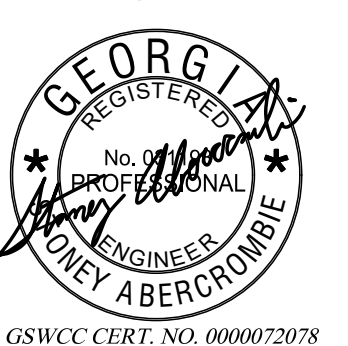
- Developer: GX DEVELOPMENT, LLC  
1575 NORTHSIDE DR. BLDG. 400, SUITE 470  
ATLANTA, GA 30318  
CONTACT: JOHN COWDEN  
PHONE: (423) 618-2773
- Civil Engineer: HAINES, GIPSON & ASSOCIATES, INC.  
1550 NORTH BROWN ROAD, SUITE 100  
LAWRENCEVILLE, GEORGIA 30043  
PHONE: 770-491-7550



### SITE PLAN

GRAPHIC SCALE

(IN FEET)  
1 inch = 20 ft.



A PROJECT OF:  
GX DEVELOPMENT, LLC

**VILLA RICA CIRCLE K**  
380 MIRROR LAKE BLVD.  
VILLA RICA, GA 30180

| NO.                    | BY  | DATE   | DESCRIPTION    |
|------------------------|-----|--------|----------------|
| 00                     | SCA | 8/3/23 | GSWCC COMMENTS |
| DRAWN BY: SCA          |     |        |                |
| CHECKED BY: SCA        |     |        |                |
| DATE: 05/30/2023       |     |        |                |
| SHEET TITLE: SITE PLAN |     |        |                |
| SHEET NUMBER: C-1.0    |     |        |                |





# CITY OF VILLA RICA

## City Council Packet

**SUBJECT:** Public Hearing Announcing an End to 2023 Comprehensive Planning Activities

**CITY COUNCIL AGENDA DATE:** September 12<sup>th</sup>, 2023

**DATE:** August 28<sup>th</sup>, 2023

**PREPARED BY:** Ronald Johnson; Planning and Zoning Administrator

**FISCAL IMPACT:** \$0.00

**ANNUAL –**

**CAPITAL –**

**OTHER –**

**PUBLIC HEARING:** YES

---

**PURPOSE:** To announce the completion of the comprehensive planning process as required by state law and debut of the final draft of the 2023-2028 Comprehensive Plan.

**BACKGROUND:** The city is required to adopt a revised Comprehensive Plan and Future Land Use Map every five (5) years. The current Comprehensive Plan was completed in 2018 and expires on October 31, 2023. Three Rivers Regional Commission has completed an initial draft of the Comprehensive Plan for review. The Comprehensive Plan is scheduled to be up for adoption by staff at the October 2023 City Council meeting. Staff and Three Rivers organized at least four (4) steering committee meetings and a community survey that were used to gather information on the proposed contents.

**STAFF RECOMMENDATION:** NO ACTION NECESSARY

**IMPACT:** The state required public hearing will be fulfilled.

**MOTION:** N/A. NO ACTION NECESSARY

CITY OF  
**VILLA RICA**  
COMPREHENSIVE PLAN  
*DRAFT*

2023-2043

Updated by Three Rivers Regional  
Commission



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ACKNOWLEDGEMENTS

*Villa Rica City Council*

|        |                  |
|--------|------------------|
| Mayor  | Gil McDougal     |
| Ward 1 | Shirley Marchman |
| Ward 2 | Matthew Momtahan |
| Ward 3 | Vacant           |
| Ward 4 | Anna McCoy       |
| Ward 5 | Danny Carter     |

*Villa Rica City Staff*

|                  |                                   |
|------------------|-----------------------------------|
| Tom Barber       | City Manager                      |
| Ron Johnson      | Planning and Zoning Administrator |
| Chris Montesinos | Special Projects Director         |

*Three Rivers Regional Commission*

|                  |                |
|------------------|----------------|
| Paul Jarrell     | Senior Planner |
| Stephanie Wagner | Planner        |
| Shari Selch      | GIS Planner    |

*Steering Committee*

|                  |                                |
|------------------|--------------------------------|
| Matthew Momtahan | City Council                   |
| John Hannaback   | Planning and Zoning Commission |
| Amy Brown        | Business Owner                 |
| Carolene B. Cox  | Business Owner                 |
| Ron Johnson      | Planning and Zoning            |
| Tom Barber       | City Manager                   |
| Chris Montesinos | Special Projects Director      |
| Alisa Doyal      | Main Street Manager            |
| David Hladik     | Resident                       |
| Haley Bell       | Carroll Tomorrow               |
| Chris Small      | Douglas County Schools         |
| Michele Simmons  | Douglas County Schools         |

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## 1

## CHAPTER ONE. Executive Summary

The city of Villa Rica’s Comprehensive Plan is a policy document that presents the community’s primary goals for achieving its long-range vision for growth and development in the city.

This executive summary presents Plan Highlights and Putting the Plan into Action. The first section, **Plan Highlights**, provides a brief overview of the ‘Community Vision,’ including key goals organized by ‘Vision Theme.’ **Putting the Plan into Action** summarizes the steps and players involved in the plan’s implementation.

## Plan Highlights

Recognizing that Villa Rica will continue to have steady population growth, this plan is intended to balance opportunities for economic development with the desire to maintain existing “small town” ambiance and historical integrity. This plan also acknowledges the need to plan in more specific detail for community revitalization/redevelopment, open space protection and natural connections (e.g. greenways) with recreation planning, improvement and expansion of water and sewer facilities, and development of effective transit connections that manage traffic circulation and enhance connections between downtown and surrounding residential areas.

The Community Vision, as described by detailed strategies in Chapter 3 and the Future Development Guide in Chapter 4, are summarized below by primary goals organized by three Vision Themes: *Development Patterns*, *Resource Conservation*, and *Social and Economic Development*. These themes are intended to organize and represent citizens’ ideas and concerns related to the topics of economic development, public facilities, community and housing revitalization, land use, natural resources, and historic resources.

### *Development Patterns (DP) Goals*

- DP Goal 1:** Maintain small-town character and cultural identity while supporting growth
- DP Goal 2:** Maintain greenspace in redevelopment of existing areas and new developments
- DP Goal 3:** Improve multi-modal connectivity and circulation
- DP Goal 4:** Support mixed use development
- DP Goal 5:** Develop enhanced design standards for all development
- DP Goal 6:** Promote quality corridor development

### *Resource Conservation (RC) Goals*

- RC Goal 1:** Protect water resources and improve water quality
- RC Goal 2:** Conserve, protect, and promote natural resources in Villa Rica
- RC Goal 3:** Identify and protect historic and cultural resources in Villa Rica

### *Social and Economic Development (SED) Goals*

- SED Goal 1:** Stimulate revitalization activities and redevelopment of aging properties
- SED Goal 2:** Protect and enhance existing neighborhoods while supporting a diverse array of housing options to accommodate future growth
- SED Goal 3:** Create employment opportunities within the city and expand business diversity
- SED Goal 4:** Maintain high quality services for the citizens of Villa Rica
- SED Goal 5:** Enhance communication and coordination between various local, regional, and state agencies



## Putting the Plan into Action

While adopting a comprehensive plan may seem like the end of the process, it actually represents the beginning of a new phase: *implementation*. Implementing the plan requires an understanding of the plan recommendations and tools available for putting the plan into action for the city of Villa Rica. In short, the plan is a tool that provides a policy basis for:

- Budgeting
- Local land use regulation
- Coordination among local governments, state and federal agencies, utilities, regional agencies
- Detailed plans for specific functions
- Promotion and economic development

### Budgeting

The Implementation Program (see Chapter 5) outlines the overall strategy for achieving the Community Vision for future development and for implementing the Future Development Guide. A five-year Community Work Program (CWP) prioritizes the recommended strategies and assigns responsible parties to each. As presented, it provides elected officials and staff with a prioritized “to-do” list in addition to providing a policy guide.

### Land Use Regulation

The policy basis for land use regulation occurs in two specific ways. First, the Future Development Guide provides a tool for evaluating rezoning requests. Second, local zoning and subdivision regulations sometimes require amendments based on the Comprehensive Plan recommendations.



### Future Development Map

The Future Development Guide (see Chapter 4) consists of the Villa Rica Future Development Map and character area policy. The Future Development Map assigns a unique character area to each parcel in the city. The character area policy describes with text and illustrations the vision for growth and development for each character area shown on the map. The Future Development Map is used to guide future rezonings; proposed zone change requests are reviewed for consistency with the character area policy associated with the Future Development Map.

### Zoning and Subdivision Regulations

Evaluation and adoption of changes to regulations that address land use and development is a common follow-up after adoption of a comprehensive plan. The purpose of any zoning updates and/or subdivision regulations is to ensure that local regulatory tools support the implementation of the Future Development Map and specified goals in this plan.

### Intergovernmental Coordination

The policy basis for coordination occurs in two major components. First, city departments should coordinate their plans with that of the Comprehensive Plan. Second, coordination should occur between Carroll and Douglas County governments and other entities, whether at the local (public or private), regional, or state level.

#### Service Delivery

The city should review or develop service plans to ensure that they support the goals of the Comprehensive Plan. This includes ensuring that future facilities are planned to meet the service demand promoted by the plan. For example, future planning to provide infrastructure that supports targeted employment growth should be consistent with areas shown on the Future Development Map. The city of Villa Rica currently participates in Service Delivery Strategies with both Carroll and Douglas Counties.

#### Coordination

This plan provides the opportunity for the city, municipalities, and other entities to view future needs from a common policy playbook. For example, private developers, utility providers, and economic development agencies can each see that the community has designated specific areas for future growth and specific areas for rural preservation. As a result, these entities should be able to work together to ensure that their projects and policies support the Community Vision. In addition, coordination among the city, counties, other municipalities, and with other local (public and private) entities can facilitate implementation of community goals.

### Detailed Plans for Special Functions

Functional plans address specific government services such as parks, recreation, and economic development. These individual plans can address targeted and more detailed implementation the Comprehensive Plan. This Plan recommends the development and implementation of several stand-alone plans that are coordinated with and supplement the Comprehensive Plan.

**Villa Rica Master Trail Plan** – This plan, which adopted in August 2018, seeks to manage the development of a trail and greenway system, referred to as the “Gold Nugget Trail,” that expands over 20 miles throughout the city, providing pedestrian linkages between parks, neighborhoods, schools, and activity centers. Through providing a bicycle and pedestrian network, this plan provides an opportunity to encourage an active, healthy lifestyle for both Villa Rica residents and visitors. The plan was adopted in August 2018 and is expected to be implemented in phases, as funding becomes available. The first action item, which is included in the 5-year work program is the completion of the trail’s “Model Mile,” which will extend from the Fullerville Trailhead to the Villa Rica Public Library.

**Villa Rica Downtown Master Plan** – The goal of the downtown plan was to integrate a wide variety of ideas that had been developed regarding downtown into a cohesive plan that also acknowledged proposed roadway improvements. Key aspects of the downtown plan include the realignment of Main Street to shift parking closer businesses; realignment of the Main Street/No Carroll Street intersection; expansion of the Mill Amphitheater to create a town square; the development of a centralized government building; the development of a visitor’s center; closing of the Cheeves Street railroad crossing and linkage to the proposed Mirror Lake Road connector.

**Stormwater Utility** – A stormwater utility is an organizational and financial entity that establishes a formal plan of action to secure the funding necessary to operate and maintain a stormwater management program.

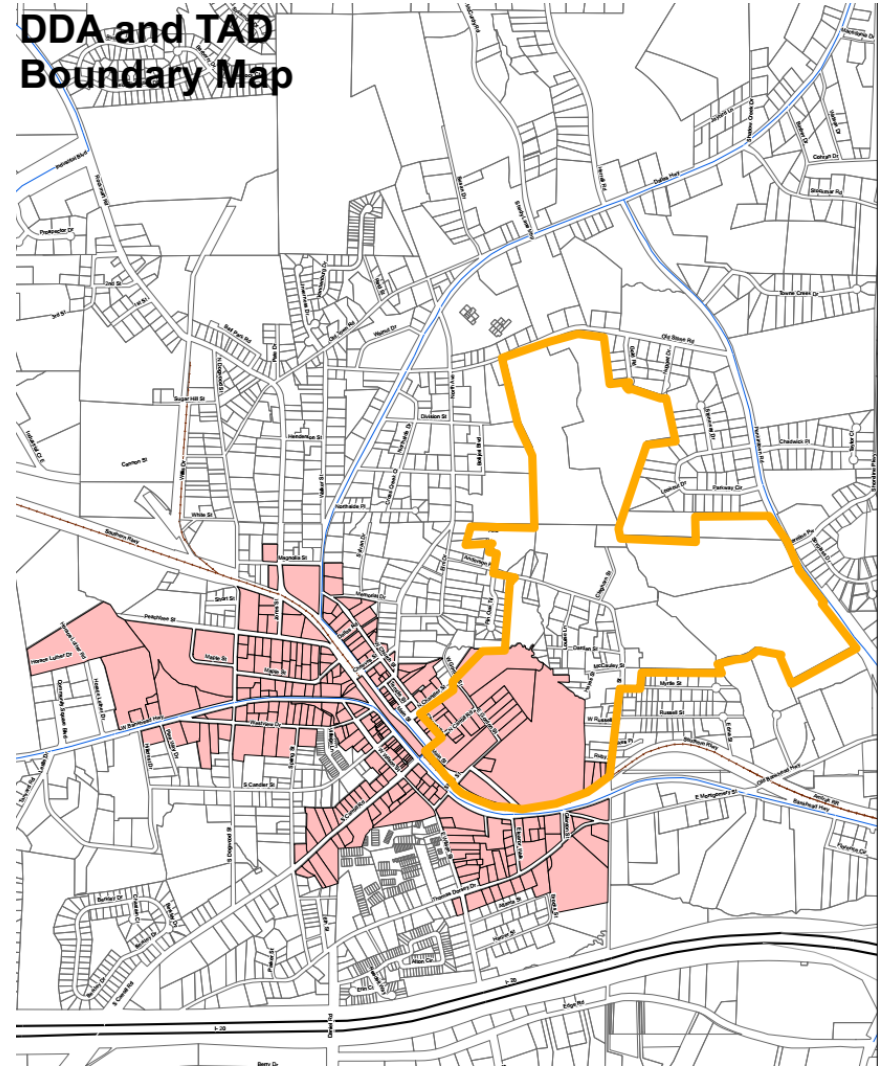
**Various Park Master Plans:** The city is planning to develop separate master plans for several existing parks to guide various planned and desired enhancements over the next several years. From additional sports fields and recreation amenities to upgrades to existing structures to planning future connections to the Gold Nugget Trail, these plans will

unify current and future projects for each of the parks. A recreation master plan is also underway.

**Villa Rica Master Transportation Plan:** The Villa Rica Master Transportation Plan has been completed and will guide citywide transportation development for short, intermediate, and long-term time frames. The plan will address both vehicular and pedestrian/bicycle connections and evaluate potential improvements for each. This plan should build off of and incorporate current city plans that address transportation-related projects.

**Tax Allocation District (TAD):** The city now has an approved TAD. The TAD covers an area including downtown and connecting to the Mirror Lake area. It has been deemed the Downtown-Mirror Lake Connector TAD. This development tool will help fund necessary infrastructure improvements, including upgrades to water/sewer infrastructure, streets and sidewalks, and other facilities. Potentially additional TADs in other areas of the city are likely to be pursued.

### DDA and TAD Boundary Map



# 2

## CHAPTER TWO. Introduction

The city of Villa Rica is projected to experience continued steady growth and investment over the next 20 years. In an effort to meet the community's future needs, the city coordinated efforts of its citizens to create a community vision for future development that will be guided by Villa Rica's Comprehensive Plan.

### Purpose

The city of Villa Rica's Comprehensive Plan represents the growth and development policy for the city, as expressed by a Future Development Map and supporting goals and implementation strategies. This plan also serves the purpose of meeting the intent and requirements of the Georgia Department of Community Affairs' (DCA) "Standards and Procedures for Local Comprehensive Planning," as established on March 1, 2014. Preparation of a plan in accordance with these standards is an essential requirement in maintaining status as a Qualified Local Government (QLG). QLG status allows communities to be eligible for state assistance programs. This plan allows Villa Rica to retain its QLG status; each municipality has its own comprehensive plan that it maintains and updates.

### Scope

This plan addresses economic development, housing, natural and historic resources, land use and development patterns, and community revitalization. These 'planning elements' are organized into three Vision Themes (see Chapter 3) for the purpose of expressing community goals and implementing strategies. They are addressed as individual components in the Existing Conditions Summary (see Appendix B), which provides a summary of existing local conditions and trends and was used in the identification of community needs and opportunities.

A description of current conditions and issues is also provided in Appendix B-1. It is important to note that the topic of transportation is primarily addressed in the Carroll County Long Range Transportation Plan (2014) and the Douglas County Comprehensive Transportation Plan (2009), both of which are incorporated by reference.

### Why We Plan

Comprehensive planning is an important management tool for promoting a strong, healthy community. A comprehensive plan is a significant policy document that guides the physical development of a community; it can be used to promote orderly and rational development, so the city can remain physically attractive and economically viable while preserving important natural and historic resources.

The comprehensive plan allows the community to become more certain about where development will occur, what it will be like, when it will happen, and how the costs of development will be met. It helps the city invest its money wisely in infrastructure such as roads, parks, and other facilities to maintain and improve residents' quality of life as well as economic development prospects.

The city of Villa Rica Comprehensive Plan represents these and additional ideas discussed during the public participation process. It lists city-specific needs and opportunities, supporting goals and strategies, desired development patterns and land uses, and a five-year prioritized work program (Community Work Program) to implement the plan.



## Community Participation and Plan Development

Creating a functional comprehensive plan begins with defining a common vision for the future development of the community. A community vision is the overall image of what the community wants to be and how it wants to look at some point in the future. It is the starting point for creating a plan and actions to implement the plan. A successful visioning process requires meaningful participation from a wide range of community stakeholders.

### Kick-Off Public Hearing

The citywide Kick-Off Meeting took place in April 2023 at a city Council meeting. The planning process, schedule, and future public involvement opportunities, including the stakeholder/steering committee were presented.

### Visioning Open Houses

A series of community visioning open houses were held to gather input from citizens regarding various Villa Rica initiatives including the comprehensive plan. Multiple stations were set up to gather specific feedback on each initiative. The comprehensive plan table included Open houses were held at different locations throughout the city.



| Visioning Open House Schedule |        |                           |
|-------------------------------|--------|---------------------------|
| Date                          | Time   | Location                  |
| April 13 <sup>th</sup>        | 12-5pm | Powell Park               |
| April 18 <sup>th</sup>        | 5-7pm  | Mirror Lake Elementary    |
| April 27 <sup>th</sup>        | 3-7pm  | Villa Rica Public Library |

### Community Survey

A multi-question online community survey was developed and promoted throughout the community as another opportunity for soliciting public input. Over 200 responses were collected.

### Steering Committee

A Steering Committee was appointed to provide feedback, advise the planning team, and provide assistance in shaping the overall planning process. The group met four times to review and discuss the vision themes. Individuals invited to participate on the Steering Committee represented various segments of the community, and included city staff and elected officials, Downtown Development Authority/Main Street, planning commission, education representatives, and residents.



# 3

## CHAPTER THREE. Community Vision

The city of Villa Rica has unique needs and opportunities related to its development patterns and projected future growth. The Community Vision chapter uses a series of Vision Themes to describe a shared ‘community vision’ – what the community envisions for its future – in terms of identified needs and opportunities that are addressed by recommended goals and strategies.

### Vision Themes

The Vision Themes organize primary needs and opportunities, followed by goals and strategies that, in turn, address these needs and opportunities. Vision Themes represent the ideas and concerns of participants in the planning process and narrow the big picture vision to specific strategies that aim to make the Community Vision a reality. Recommended strategies are presented in the Implementation Program chapter as specific action items to be undertaken by the county.

The themes that are presented are:

- Development Patterns
- Resource Conservation
- Social and Economic Development

These themes generally address the planning topics of land use and transportation (Development Patterns), natural and historic resources (Resource Conservation), and economic development and housing/community revitalization (Social and Economic Development).

### Development Patterns (DP)

#### *Primary Needs and Opportunities*

#### **Maintain small-town character**

As Villa Rica continues to grow and expand, there will be pressures for development and redevelopment. Throughout the Visioning Process, participants expressed the need to preserve the city’s existing character, regardless of anticipated population growth and desired development. The city’s existing development regulations address infill development requirements, but there is potential to strengthen these standards to ensure compatibility with existing development in terms of building design and character.

The Future Development Map seeks to encourage the location of higher density and intensity developments in concentrated areas to avoid strip development. This can be achieved through clustering, small or large-scale commercial/mixed uses. Infill development and redevelopment is encouraged in older, existing neighborhoods and areas of the community where opportunity exists and is compatible with the character of the surrounding area.

#### **Preserve open space and accommodate greenway connections**

During the development of the Comprehensive Plan, the Villa Rica Master Trail Plan was also being developed, which made the greenway connections and maintaining existing open space a popular subject during the Visioning Process. In an effort to enhance community connectivity and walkability, establishing trail and greenway connections to the proposed Gold Nugget Trail alignment should be a requirement for new developments that are near the trail. To this end, during the impending update of the city’s development regulations, there is potential to provide better guidance for such connections.

#### **Improve multi-modal connectivity**

During the Visioning Process transportation-related issues such as traffic congestion, need for connectivity (both vehicular and pedestrian/



bicycle), and lack of transportation alternatives were frequently cited as major issues in Villa Rica. High volume traffic areas, including downtown and along Industrial Boulevard/SR 61 are worsened by the presence of tractor trailers serving nearby industrial locations and the railroad that bisects the city and Downtown District. The city is pursuing various functional and small area plans that collectively can improve multi-modal connectivity and circulation to mitigate traffic congestion, while also encouraging an active lifestyle by providing pedestrian and bicycle connectivity within the city.

#### *Vehicular Connectivity*

To begin address various traffic related issues, the city has completed the Villa Rica Master Transportation Plan. This plan looks at every aspect of the transportation network in the city. The city is evaluating potential road connections and alternative road alignments in problematic areas.

Increased traffic congestion can be attributed to population growth and recent development patterns that occurred with little attention given to the overall relationship of the resulting land uses. Mitigating such issues requires the identification of areas or intersections where additional or alternative road connections are necessary to increase circulation. Another factor in reducing traffic congestion is coordinating transportation and land use patterns.

Various enhancements are targeted for downtown intersections, which are primarily addressed in the Downtown Master Plan and include improvements to various streets including Main Street, Temple Street, West Wilson Street, railroad crossing improvements (N. Carroll Rd/US 78); road realignment or reconfiguration (W. Montgomery/US 78; creation of alternative access over the railroad; potentially closing of one or two problematic railroad crossings); and streetscaping improvements.

As a several of these projects might impact railroad crossings, the city has begun discussions with Norfolk Southern about logistics and alternatives. Another connection recommended in this plan for downtown is a corridor between the Mirror Lake area and downtown, which will incorporate complete street concepts, stormwater management, and recommend land use/development for properties along the corridor.

Although it is considered a long-term project and will likely be addressed outside of the five-year time frame, GDOT's North Loop Bypass project will provide an important connection between SR 101/Industrial Blvd. and SR 61 near Punkintown Rd, which will include mini-roundabouts at each of these intersections. The city is in the process of relocating utilities to accommodate this proposed corridor and related improvements. Construction is currently underway on the bypass and future appropriate land uses along this corridor should be analyzed.

#### *Pedestrian and Bicycle Connectivity*

There is a lack of continuous sidewalks and the need for bike lanes. Villa Rica is missing a true, cohesive network of sidewalks and safe accommodations for bicyclists. The recent RSVP Plan provided an in-depth study of existing conditions of pedestrian infrastructure in the downtown area, which revealed a fragmented sidewalk network and absence of crosswalks at several major intersections.

The Villa Rica Master Trail Plan is a proposed system of trails and greenways, referred to as the Gold Nugget Trail, that will strengthen the existing transportation network by providing alternative connections between neighborhoods and popular destinations including parks, the library, and downtown. In order to mitigate connectivity issues caused by the presence of the railroad, this plan also suggests implementing pedestrian tunnels under the railroad, when necessary. Not only does this trail network enhance the overall quality of life of Villa Rica residents, but it also helps to boost the economy through tourism and recreation. Ultimately, the city intends to provide connections from its trail system to other trail systems in the region, including Carrollton's GreenBelt and the Silver Comet Trail. Through implementing the Master Trail Plan and consistent sidewalk improvements, the city seeks to promote an active, healthy lifestyle for residents and visitors.

#### **Implement plans that support mixed use development**

Mixed use developments provide an opportunity for residents to live, work, and play within a compact, walkable area. Comments collected from the community survey and at public workshops indicated the desire for pedestrian-oriented development and enhanced walkability

throughout the community. Enhanced pedestrian and bicycle facilities and linkages minimize the need for using cars, which helps alleviate traffic. While mixed use development is supported in downtown zoning regulations, it is not specifically accommodated in other areas. A key to successful walkable communities is the presence of people, and the residential component of such developments fulfills this need. Given the flexibility of mixed use developments in their ability to accommodate multiple compatible uses, the city should consider developing a Mixed Use zoning designation to accommodate and regulate such development, which is consistent with the vision of the Future Development Guide. Typically, mixed use developments also support increased density in a compact area.

An appropriate area for larger-scale mixed use development would be in the gateway areas identified on the Future Development Map. These areas can provide access to local goods and services, including gas station and hotel facilities, while also accommodating a variety of commercial and office uses, as well as residential uses (apartments, lofts).

#### **Enhanced design standards for all development**

The quality of higher density residential development, including apartments and townhomes, has been an issue of concern. Several residents associated multi-family housing developments with low-quality, low-income housing, which exhibits a skewed view of the potential of multi-family developments. With the construction quality of such developments voiced by citizens as a concern, the city's current development standards for multi-family developments should be reviewed to ensure high quality standards are applied to structures. These standards, as well as commonly approved conditions of zoning relating to design, should be evaluated to determine which provisions should be integrated into other zoning regulations to ensure higher quality, consistent design standards are applied citywide.

High quality construction and site design should also be enhanced for commercial and industrial developments, especially those that are located adjacent to residential areas. The city's buffer and screening requirements should continue to be enforced and maintained.

#### **Promote quality corridor development**

Concerns along major corridors include maintaining traffic flow while reducing traffic congestions. Current commercial development along SR 61 towards Carrollton is somewhat disjointed. Carroll County's 2014 Long Range Transportation Plan projects the majority of growth in the entire county will occur along the segment of SR 61 between Villa Rica and Carrollton. As SR 61, which connects Villa Rica and the city of Carrollton continues to be developed, the city's development standards should be reviewed to ensure development along the corridor is coordinated with existing land use patterns and that it does not increase traffic congestion. In addition, the city should encourage streetscape or enhanced landscape requirements for properties as these corridors continue to develop. New development should also provide adequate pedestrian infrastructure, when feasible. Development regulations can be evaluated and amended to better address these concerns, specifically, limiting curb cuts, implementing access management elements and promoting complete streets.

Traffic congestion also plagues other corridors, including Industrial Blvd. and Mirror Lake Blvd., which provide access to I-20. These corridors, along with portions of SR 61 and US 78 are also heavily utilized by tractor trailer traffic related to industrial uses, which is attributed to augmented traffic issues. Entering the city from the north, SR 61 carries traffic right through the heart of downtown, which, when coupled with the railroad crossings in that area, further reduces traffic mobility. Alternative road alignments and new intersections that seek to enhance traffic mobility downtown are explored in Villa Rica's Downtown Master Plan, which is currently under development. Additionally, the North Loop Bypass, a proposed road connection between Rockmart Rd and SR 61/Dallas Hwy, is intended to reduce truck traffic through downtown Villa Rica. This project is in GDOT's jurisdiction and is planned for implementation in FY2024.

As mitigating traffic issues will continue to be a primary objective for the city, development along corridors can be addressed through enhanced development regulations, area master plans, and in the city's future Comprehensive Transportation Plan.

*Goals and Strategies***DP Goal 1: Maintain small-town character and cultural identity while supporting growth**

*DP Strategy 1.1:* Use the Future Development Map to guide decisions for new development and redevelopment within Villa Rica, while planning for expansion and growth

*DP Strategy 1.2:* Ensure non-residential development in Village areas indicated on the Future Development Map is compatible with existing character and scale of the surrounding area

*DP Strategy 1.3:* Ensure adequate buffering and screening is provided between residential areas and adjacent developments to minimize potential negative impacts

*DP Strategy 1.4:* Use the Future Development Map to guide planning for water, sewer, stormwater infrastructure expansion projects, limiting future service to targeted development locations

*DP Strategy 1.5:* Educate property owners about and promote the purpose of the Historic Preservation Commission (HPC) and their role in design review and how this tool is used to maintain small-town character.

**DP Goal 2: Maintain greenspace in redevelopment of existing areas and new developments**

*DP Strategy 2.1:* Evaluate effectiveness of city's tree protection standards, residential lot coverage requirements, and Conservation Subdivision

design regulations and identify potential amendments, as necessary

*DP Strategy 2.2:* Where applicable, new developments should provide connections to nearby trails, greenways, or parks, in accordance with the Villa Rica Master Trail Plan

**DP Goal 3: Improve multi-modal connectivity and circulation**

*DP Strategy 3.1:* Implement the Villa Rica Master Transportation Plan that identifies areas or intersections where additional or alternative road connections are necessary to mitigate traffic congestion and addresses interface between vehicular and pedestrian/bicycle infrastructure

*DP Strategy 3.2:* Implement Villa Rica Trail Master Plan to enhance pedestrian and bicycle connectivity through a system of trails and greenways that will provide linkages between neighborhoods, schools, parks, and other destinations

*DP Strategy 3.3:* Identify opportunities to incorporate bicycle/pedestrian projects (i.e., Gold Nugget Trail) and streetscape enhancements (i.e., landscaping, street lighting, sidewalks) into future road improvement projects

*DP Strategy 3.4:* Continue development and implementation of Villa Rica's Downtown Master Plan that seeks to mitigate issues regarding traffic circulation, parking, pedestrian safety, railroad crossings, public parks/plazas, downtown revitalization, and implement a corridor connection between downtown and the Mirror Lake areas

*DP Strategy 3.5:* Partner with local schools and the Georgia Safe Routes to School (SRTS) Resource Center for the

- promotion and implementation of safety and access to schools for kids within the city.
- DP Strategy 3.6:* Consider the adoption of Complete Streets policy to codify and facilitate multi-modal access along roadways.
- DP Strategy 3.7:* Continue to address increased safety and connectivity across the Norfolk Southern Railroad in the downtown area

**DP Goal 4: Support mixed use development**

- DP Strategy 4.1:* Review zoning regulations and evaluate the need to develop a Mixed Use zoning designation to support and regulate mixed use development
- DP Strategy 4.2:* Encourage an adequate variety of types and densities of housing needed to support higher density development
- DP Strategy 4.3:* Promote development patterns that incorporate human-scale development, and a walkable community that contains a variety of uses in a compact area

**DP Goal 5: Develop enhanced design standards for all development**

- DP Strategy 5.1:* Update development/zoning regulations (Streamline land use and development regulations to support the goals of the Comprehensive Plan)
- DP Strategy 5.2:* Review design standards for multi-family development (apartments, townhomes, du/tri/quadplexes, and similar) to ensure high quality standards are consistently applied to residential developments

- DP Strategy 5.3:* Review design standards for industrial, commercial, and similar development to ensure high quality construction standards are consistently applied to development

- DP Strategy 5.4:* Evaluate industrial and commercial areas to ensure uses are appropriately screened, especially when adjacent to a residential area

**DP Goal 6: Promote quality corridor development**

- DP Strategy 6.1:* Evaluate need to develop design standards for corridor development to help mitigate traffic mobility issues in high traffic areas and to ensure that new development/ redevelopment is designed to be compatible with the function of the corridors

- DP Strategy 6.2:* Prepare focused studies on major road corridors to address access management, interparcel connectivity, and land use/transportation relationships

- DP Strategy 6.3:* Coordinate decisions related to land use and zoning designations with transportation/ capital improvement projects

- DP Strategy 6.4:* Improve access and circulation for delivery trucks in the downtown area

**Resource Conservation (RC)**

*Primary Needs and Opportunities*

**Protection of water resources**

Improving and protecting water quality is a top priority for Villa Rica and was cited multiple times during the visioning process. In accordance with

the Georgia Environmental Protection Division (GAEPD), the city maintains a Watershed Protection Plan and Stormwater Management Plan. Additionally, the city follows the regional water plan (Metropolitan North Georgia Water Planning District Water Resource Management Plan) and has adopted ordinances that seek to protect water quality (i.e., wetlands, floodplain management, stream buffer protection, illicit discharge and connection, backflow prevention program, litter control ordinance, etc.). There is a need to update the floodplain mapping.

Rapid population growth in Villa Rica and the surrounding area threatens the capacity of the city's water supply and ability to provide public sewer to all residents. Many municipalities have implemented a stormwater utility to manage and fund stormwater management activities. The city intends to implement a Stormwater Utility to establish a formal plan of action to secure the funding necessary to operate and maintain a stormwater management program, including necessary infrastructure upgrades. Additionally, the city will continue to coordinate with the Georgia Environmental Protection Division (GAEPD), to ensure compliance with the regional Water Resource Management Plan.

### **Protect Villa Rica's existing natural resources**

During Visioning Process, many citizens expressed interest in permanently protecting some areas of the city from development through designating these areas as parks, trails, or recreation spaces. Environmentally sensitive areas are regulated through development regulations and are shown as conservation areas on the Future Development Map.

Currently, there are proposed parks that have adopted master plans which have yet to come into fruition. Moreover, implementation of Villa Rica's 2018 Master Trail Plan, which creates a pedestrian/bicycle network between park spaces, can provide a catalyst to move other park-related projects forward and provide a complete network of parks and trails. Other proposed parks include Connors Road Park and Spring Lake Park, which would further project existing open space and forested areas, while also providing recreation opportunities for city and county residents. Another open space opportunity expands upon the existing

Mill amphitheater downtown to create a destination "Town Green" that promotes active and passive recreation opportunities while also providing more opportunities for community events. Additionally, the Downtown Master Plan recommends the creation of pocket parks in various locations throughout the downtown area.

Tree and open space preservation related to new development and redevelopment is included in the Development Pattern Goals and Strategies. New development should be designed to minimize the amount of land consumed and open space should be set aside from development for use as public parks or greenbelt corridors. The city's current ordinances should be reviewed to ensure open space preservation opportunities are maximized. In an effort to protect the existing tree canopy, the city is going to prepare a tree inventory to identify tree species that should be protected or that should be removed.

Another approach to protecting natural resources is through designating properties that have real or potential contamination as Brownfields, which qualifies the project for federal funding to assist with the clean-up and remediation process. Brownfield designations offers both environmental and economic benefits to a community. Currently, the city is coordinating with other municipalities to evaluate potential properties that might be eligible for a brownfield assessment in order to prepare an application for Brownfield designation. In Villa Rica, the current focus is areas around Fullerville and downtown, where the opportunity for infill development exists, including old mill sites, underutilized industrial sites, and a vacant gas station. From an environmental perspective, brownfield projects prevent further pollution and can reduce the impact hazardous waste. Aside from environmental benefits, brownfield designations also provide economic benefits, which are detailed in the Social and Economic Development Needs and Opportunities section.

### **Preserve and protect Villa Rica's historic and cultural resources**

The need to further protect and enhance local history and culture was noted throughout the Visioning Process as important to Villa Rica's future. The city's Historic Resource Surveys completed around 2010 can serve as a foundation for future preservation activities, including

pursuing National Register designations for eligible properties in the city and developing a walking or trolley tour of historic properties. Currently, the North Villa Rica Commercial Historic District is the only historic district that has national registry status. The Historic Resource Survey identified several other areas that could be eligible for this status as well, such as the South Villa Rica Historic District. National Registry status grants access to certain tax benefits for downtown rehabilitation and renovation of historic downtown properties. Potential benefits for property owners in this area, include the National Park Service's existing 20% Historic Rehabilitation Tax Credit available to downtown property owners. Through coordination between Villa Rica's Historic Preservation Commission and the Carroll County Historical Society, these groups can work together to pursue preservation activities in the community.

In addition, both the RSVP Plan and Downtown Master Plan recommend the addition of iconic structures that commemorate the city's history, including a Gold Miner statue, Veterans' Memorial, and Thomas A. Dorsey Museum.

#### *Goals and Strategies*

### **RC Goal 1: Protect water resources and improve water quality**

*RC Strategy 1.1:* Coordinate with the Georgia Environmental Protection Division (GAEPD) on future actions that may be necessary to remain in compliance with Metropolitan North Georgia Water Planning District's Water Resource Management Plan

*RC Strategy 1.2:* Pursue creation of stormwater utility (an organizational and financial entity that establishes a formal plan of action to secure the funding necessary to operate and maintain a stormwater management program)

### **RC Goal 2: Conserve, protect, and promote natural resources in Villa Rica**

*RC Strategy 2.1:* Continue development and implementation of proposed park projects/master plans (i.e., Conners Road Park, Spring Lake Park, Gold Dust Park, V-Plex, Fullerville Park)

*RC Strategy 2.2:* Implement Villa Rica Master Trail Plan (network of trails and greenway connections throughout the city) and other plans that support the development of parks and trails to encourage an active, healthy lifestyle

*RC Strategy 2.3* Promote environmental and historic preservation activities on social media (city websites, Facebook, flyers, local group meetings, etc.)

*RC Strategy 2.4:* Identify and remediate brownfield sites to prevent further pollution and prepare the land for alternate uses

*RC Strategy 2.5:* Protect tree canopy (i.e., prepare a tree inventory, strengthen development regulations related to open space/tree canopy preservation)

### **RC Goal 3: Identify and protect historic and cultural resources in Villa Rica**

*RC Strategy 3.1:* Consult with the Historic Preservation Division of the Georgia Department of Community Affairs and the Georgia Trust for Historic Preservation to identify available technical resources, financial assistance, and incentives for preserving and enhancing historic resources (i.e., funding to acquire and repair historic properties such as the Connally-Marchman Home)

*RC Strategy 3.2:* Identify opportunities to partner with preservation advocates or specialists for the adaptive reuse and/or maintenance of historic



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|                         | buildings and districts, especially properties that are in need of stabilization and repair (Downtown Historic Districts, Connally-Marchman Home, Wick's Tavern, former First Methodist Church, old Fullerville Mill) |
| <i>RC Strategy 3.3:</i> | Identify opportunities to protect and promote Villa Rica's historic/cultural resources and locally designated landmark properties                                                                                     |
| <i>RC Strategy 3.4:</i> | Promote tourism tied to Villa Rica's historic and cultural resources (i.e. development of walking or trolley tour or story map) that displays Villa Rica's historic resources                                         |
| <i>RC Strategy 3.5</i>  | Support the Villa Rica Historic Preservation Commission (HPC) and their efforts to protect historic resources within the city                                                                                         |
| <i>RC Strategy 3.6</i>  | Support the listing of eligible properties and districts on the National Register (properties identified in the city's 2010 Historic Inventory Assessment - Downtown Historic Districts)                              |
| <i>RC Strategy 3.7:</i> | Consider possible expansion of local historic districts, likely residential areas adjacent to downtown, as part of the purview of the Historic Preservation Commission                                                |

## Social and Economic Development (SED)

### *Primary Needs and Opportunities*

#### **Stimulate revitalization activities and redevelopment of aging properties**

Several master plans for downtown Villa Rica including the Downtown Master Plan and RSVP Plan recommend various changes that have potential to deeply enhance the downtown's economy, providing new business and residential development opportunities while also addressing traffic circulation and connectivity issues.

The historic component of downtown and aging structures also provides unique infill opportunities. Such opportunities should be carefully reviewed to ensure they are consistent with existing development in terms of aesthetics, scale, and overall character. In addition to downtown and surrounding areas, Fullerville also offers aging buildings that offer potential for infill. Moving forward, the implementation of the Villa Rica Master Plan also has the potential to stimulate revitalization efforts in these areas.

Brownfield development offers economic benefits by transforming previously contaminated land into a productive use that can be redeveloped. The federal Environmental Protection Agency (EPA) provides funding for qualifying brownfield projects through their Brownfields Program and Land Revitalization Program. These programs help communities capitalize on existing assets that may be vacant or underutilized and can offer new opportunities for commercial, residential, and other types of development.

#### **Protect and enhance existing neighborhoods while supporting future home options**

Supporting a range of housing options in terms of dwelling type, size, and density, meets local market needs and accommodate diverse population, from single family detached homes to multifamily apartment developments. While single family residential dwellings are expected to remain the predominant housing type, incorporating multifamily developments, "missing middle" (du/tri/quadplexes, townhomes, apartments) can increase the effectiveness of mixed use and "Village" style neighborhoods. Higher density development should be appropriately located, along road corridors where density already exists, and where the existing character and infrastructure supports such development.

The city and Housing Authority have been in discussion regarding the potential relocation and redevelopment of public housing sites. The Housing Authority is considering consolidating its properties onto one site, which would provide redevelopment opportunities on its remaining properties. Although there are no concrete plans at this time, the city should continue coordinating with the Housing Authority on this project.

When considering development opportunities, the city should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to downtown or the traditional urban core of the community. As needed to support development, the city intends to extend water and sewer infrastructure to areas that are suitable for growth.

#### **Create employment opportunities within the city and expand business diversity**

A frequently cited need voiced during the public participation process was the lack of local retail and dining options, both downtown and in other parts of the city. In addition, residents and business owners noted the limited availability of higher paying job opportunities and the need to expand opportunities for new industry and businesses to locate in Villa Rica. Moreover, residents and business owners expressed the need to mitigate parking issues and provide additional parking areas.

The RSVP Plan also noted parking as a major issue facing downtown businesses and recommended the construction of a parking deck based on public input. Although there is a perceived lack of parking downtown, an analysis in the RSVP indicated that there is actually a substantial amount of public and private parking areas downtown. Moreover, the city could potentially acquire properties that could support parking, which is being evaluated as part of the Downtown Master Plan. Due to the high cost of development and construction of parking decks, it is recommended that revitalization and reconfiguration of existing parking opportunities be explored prior to beginning the construction process for a deck. As downtown continues to evolve and grow, certain developments that need to accommodate a large number of people for

extended periods of time (convention center, hotel, or mixed use/residential) may warrant the need for parking deck facilities.

The proposed multi-use trail system has the potential to generate economic activity both downtown and in activity centers around the city. Multi-use trails, while embodying a commitment to Villa Rica's quality of life, would also help to activate parts of downtown and other areas in the city that invite the kind of investment desired by the community.

When seeking to expand industrial or commercial real estate, Villa Rica should consider opportunities for redevelopment within city limits or pursue potential annexation outside of the city within Carroll County due to development restrictions in Douglas County. Both state-designated truck routes and a heavily-traveled freight train line run through the city's urban core. As Villa Rica seeks to expand industrial real estate, location is paramount. The Future Development Map directs future industrial growth to areas with direct access to I-20 access, with the intention to minimize the need for trucks to be routed through the city's core.

#### **Maintain high quality services for the citizens of Villa Rica**

Lacking infrastructure can be detrimental to water quality and can limit a city's ability to expand and attract new industry. It is imperative that Villa Rica continue to pursue additional funding sources to address needed infrastructure improvements. Sewer distribution capacity needs to be addressed especially in southern and western areas of the city.

Considering Villa Rica's anticipated growth and potential for expansion, the city should continue exploring alternative financing opportunities. Currently, the city is pursuing the development of Tax Allocation District (TAD) in the downtown area that would help finance upgrades to infrastructure, including water and sewer infrastructures, streets and sidewalks, parking facilities, and other features. While the exact location for designated TADs are still being evaluated, current potential locations include a portion of US 78 and along the proposed Downtown-Mirror Lake Connector. Similarly, the proposed development and implementation of a Stormwater Utility will assess user fees to support the development and maintenance of stormwater management infrastructure. With regard to roadways, the city will address

recommended improvements through various small area master plans and the proposed Comprehensive Transportation Plan.

Aside from infrastructure, the city also plans to develop master plans for several existing parks including Gold Dust Park, Fullerville Park, and the Villa Rica Sports Complex (“V-Plex”) to guide necessary improvements for park and recreation amenities. The Spring Lake property is a city-owned property which the city intends to clean and implement a passive park area. A master plan for Conners Road Park has already been developed and should be implemented as soon as it is feasible.

Additionally, the city is in the process of providing a digital platform for viewing various city maps that will provide an online map resource that can be accessed by the public.

#### **Enhance communication and coordination between various public and private agencies**

Coordination between local, regional, state, and sometimes federal agencies increases efficiency and encourages partnerships that can benefit the economy. City and county development authorities should coordinate to promote new opportunities and attract industry to the area. Comments from the community survey and public workshops noted the need for enhanced direct coordination, especially between local agencies and city boards and committees (City Council, Planning and Zoning Commission, Historic Preservation Commission, etc.).

Coordination between the city, counties, and regional and state agencies (Housing Authority, Carroll County School District, Three Rivers Regional Commission, GDOT, Norfolk Southern) is encouraged in order to efficiently address the social and economic needs of Villa Rica and surrounding area. For example, the Housing Authority and the city are working together to evaluate potential relocation and redevelopment of public housing properties. Also, the city is working with other municipalities to identify potential brownfield sites that might qualify for funding towards remediation and redevelopment of those properties. The city regularly coordinates with GDOT on transportation matters and will continue to do so as the North Loop Bypass project moves forward. In addition, the city and county development authorities should work

together to develop initiatives to attract new businesses and promote new business opportunities.

#### *Goals and Strategies*

#### **SED Goal 1: Stimulate revitalization activities and redevelopment of aging properties**

*SED Strategy 1.1:* Continue to encourage businesses to locate downtown through promoting initiatives of the Main Street Program and local Development Authorities (City/downtown)

*SED Strategy 1.2:* Continue to implement elements and vision of Villa Rica Downtown Renaissance Strategic Visioning Plan (RSVP), in conjunction with Villa Rica Downtown Master Plan and Villa Rica Master Trail Plan

*SED Strategy 1.3:* Promote infill development opportunities in residential and commercial areas by focusing funding for redevelopment within existing city limits

*SED Strategy 1.4:* Promote infill development (of remaining undeveloped properties inside city limits) and redevelopment (of properties with structures that are obsolete)

*SED Strategy 1.5:* Identify potential brownfield sites and pursue Brownfield grant funding to redevelop eligible properties in Fullerville and downtown

*SED Strategy 1.6:* Improve and activate alleys and shared spaces in downtown with the implementation of the recommendations in the 2022 Villa Rica Downtown Placemaking & Alley Activation Plan

**SED Goal 2: Protect and enhance existing neighborhoods while supporting a diverse array of housing options to accommodate future growth**

- SED Strategy 2.1:* Ensure infill development and redevelopment is consistent with existing community character, scale, and aesthetic of surrounding area
- SED Strategy 2.2:* Evaluate zoning and development regulations related to density allowances and multi-family developments
- SED Strategy 2.3:* Maintain quality housing in a variety of dwelling types and densities to support the needs of the population
- SED Strategy 2.4:* Coordinate with the Housing Authority on the relocation and redevelopment of existing public housing sites
- SED Strategy 2.5:* Promote and encourage participation in the current Georgia Initiative for Community Housing (GICH) Team and their efforts to enhance housing options throughout the city.

**SED Goal 3: Create employment opportunities within the city and expand business diversity**

- SED Strategy 3.1:* Continue and improve coordination, participation in with local Chamber of Commerce (City/County), Main Street Program initiatives, Development Authorities (Villa Rica DA and Downtown DA), and similar agencies to market existing businesses and attract a variety of new businesses to Villa Rica
- SED Strategy 3.2:* Promote high quality Employment Centers (Industrial, Commercial, Office, Gateway) through enforcing development regulations related to building and site design and buffer and

landscaping requirements, in accordance with the Future Development Guide

- SED Strategy 3.3:* Identify and promote opportunities for higher paying jobs and small business
- SED Strategy 3.4:* Identify opportunities to accommodate expansion of industrial real estate (including infill development), where appropriately located
- SED Strategy 3.5:* Pursue annexation opportunities within a general Urban Growth Area as depicted on the Future Development Map, based on determination of economic feasibility/benefit
- SED Strategy 3.6:* Identify existing and potential parking opportunities in the downtown area that can be improved to support the needs and continued economic vitality of downtown
- SED Strategy 3.7:* Promote the Villa Rica Rural Zone program to attract business and the continued revitalization of downtown

**SED Goal 4: Maintain high quality services and facilities for the citizens of Villa Rica**

- SED Strategy 4.1:* Provide consistent upgrades to water, sewer, and stormwater infrastructure to support current facilities and support future growth
- SED Strategy 4.2:* Maintain roadways and provide upgrades as needed (in coordination with other agencies as necessary – GDOT, County)
- SED Strategy 4.3:* Provide consistent upgrades to community services and associated facilities (i.e. Public parks, recreation facilities, and trails, pedestrian facilities crosswalks, sidewalks, library facilities, civic buildings)

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| SED Strategy 4.4                                                                                              | Develop Tax Allocation Districts in targeted areas to fund infrastructure and transportation improvements                                                                                                             | MPO, GDOT) to efficiently address the social and economic needs and future land use needs of the city and surrounding area |
| SED Strategy 4.5:                                                                                             | Maintain current city Maps and update as needed (Existing Land Use, Zoning, etc.) for consistency                                                                                                                     |                                                                                                                            |
| SED Strategy 4.6                                                                                              | Maintain and expand broadband connectivity within the city                                                                                                                                                            |                                                                                                                            |
| SED Strategy 4.7                                                                                              | Expand broadband access into unserved pockets of the city                                                                                                                                                             |                                                                                                                            |
| SED Strategy 4.8                                                                                              | Study the feasibility of a new municipal complex to better serve the citizens and business needs of the city                                                                                                          |                                                                                                                            |
| SED Strategy 4.9:                                                                                             | Expand and improve the VPLEX to attract regional sports events to increase tourism and as an amenity for local residents                                                                                              |                                                                                                                            |
| SED Strategy 5.0:                                                                                             | Eliminate, when possible, unincorporated islands within the city limits to more efficiently serve residents and business with services                                                                                |                                                                                                                            |
| SED Strategy 5.1:                                                                                             | Consider an expansion of the senior center                                                                                                                                                                            |                                                                                                                            |
| <b>SED Goal 5: Enhance communication and coordination between various local, regional, and state agencies</b> |                                                                                                                                                                                                                       |                                                                                                                            |
| SED Strategy 5.1:                                                                                             | Encourage direct coordination and cooperation between the city’s economic development agencies and other city boards and committees (City Council, Planning and Zoning Commission, Historic Preservation Board, etc.) |                                                                                                                            |
| SED Strategy 5.2:                                                                                             | Encourage coordination between the city, county, neighboring jurisdictions, and regional and state agencies (Housing Authority, Carroll County School District, Regional Water District,                              |                                                                                                                            |

## 4 CHAPTER FOUR. Future Land Use

A major component to the comprehensive plan is future land use and To implement future development policy, the City of Villa Rica has designated geographic nodes and villages. Each node or village contains unique future development potential and utilize future land use concepts and appropriate zoning classifications.

The Future Land Use section of the plan includes the three sections shown below:

- Future Development Map
- Future Development Nodes/Villages
- Future Land Use Concepts
- Development Node/Village and Land Use Matrix
- Zoning Chart

### Future Development Map

The Future Development Map is used to identify the geographic location of the development nodes within Villa Rica. The Future Development Map is intended to help guide decision making related to the physical location of development and where the most appropriate scale and intensity of development should occur.

While the map recommends land uses and development patterns for a 20-year planning horizon, it is important that it is regularly reviewed to determine if amendments are needed based on changing market and demographic trends or local goals. At a minimum, the plan is required by the Georgia Department of Community Affairs to be updated every five years.

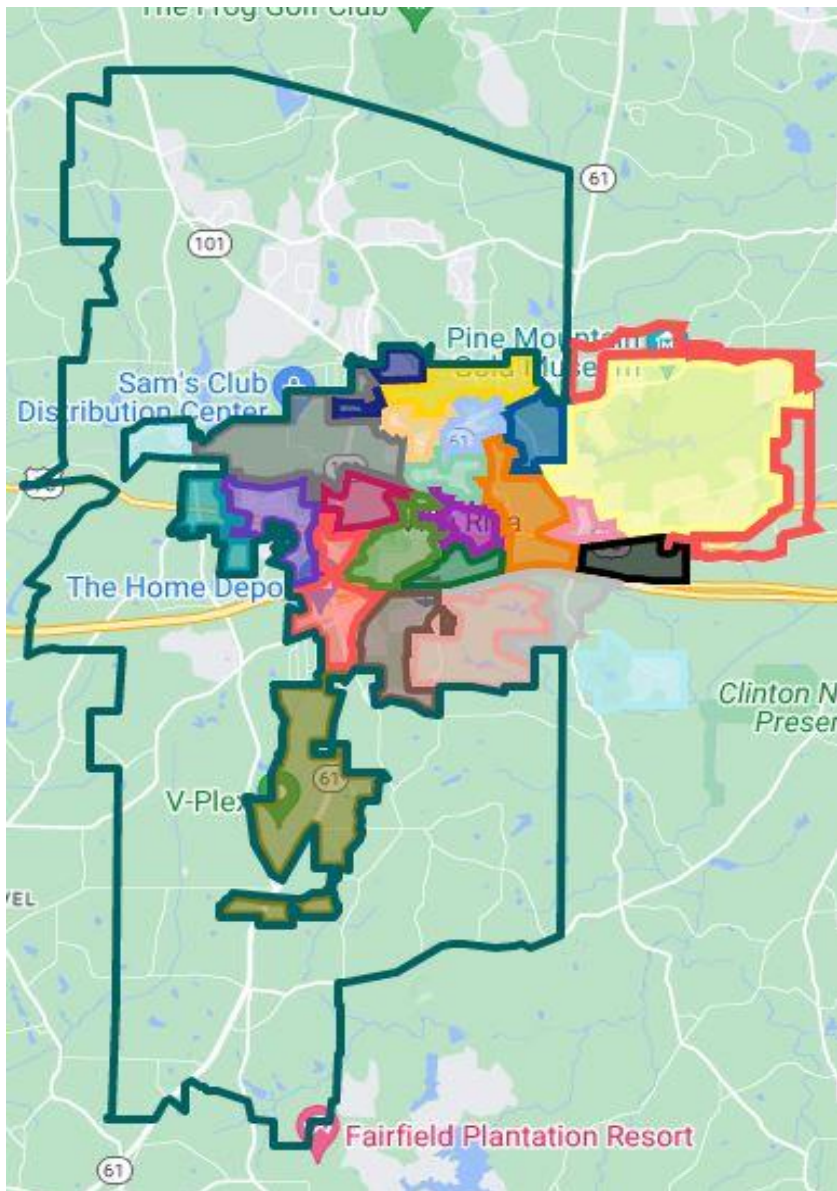
### Relationship of Future Development Map to Zoning

City zoning consists of a zoning map that assigns a zoning classification (one of the city's rural, residential, commercial, industrial, or planned development districts) to every property. A zoning ordinance describes these classifications, including their allowable land uses and requirements for how buildings, parking, landscaping, signs and other site features may be placed on a parcel.

The zoning map and zoning ordinance provide properties in Villa Rica with certain rights to development, while the Comprehensive Plan's Future Development Map serves as a *guide* to the future development of property. The Future Development Map and Character Area Policy should be used as a guide for future rezoning decisions undertaken by the city.



## City of Villa Rica Future Development Map



## Future Development Village Areas

### Village Areas

- Downtown
- East Village
- Mirror Lake Commercial Village
- Mirror Lake Residential Village
- East Industrial Village
- Miner's Village
- Medical Village
- North Village
- South Village
- West Village
- Fullerville Village
- Urban Village
- Gold Dust Village
- West Industrial Village
- Commercial Village
- Rural Village
- Bankhead Village
- Neighborhood Residential Village
- Neighborhood Residential Village
- Liberty Village
- Carroll Village
- Traditional Village
- Suburban Village
- Punkintown Village
- Douglas County Future Growth Area
- Carroll County Future Growth Area

## Future Land Use Concepts

Future Development Village Areas contain one of more of the following future land use concepts.

- Conservation/Open Space
- Downtown
- Traditional Neighborhood
- Suburban Neighborhood
- Urban Village
- Industrial
- Commercial
- Commercial Corridor
- Medical
- I-20 Gateway

Each Future Land Use Concept incorporates the following components:

- **Intent** describes the policy intent of each concept, specifically to *preserve, maintain, enhance* and/or *create* a desired character.
- **General Characteristics** provides a general overview of desired development pattern in terms of characteristics that are more specifically addressed in the Design Principles.
- **Design Principles** describes the form, function and character of physical elements of the character area. This includes density/intensity, greenspace, transportation and infrastructure (public utilities).
- **Implementation Strategies** are the implementation measures needed to achieve the desired development patterns for the character area. They reference strategies identified in Chapter 3: Community Vision.
- **Illustrative Photos** include both depictions of development types within the City of Villa Rica and examples from other jurisdictions showing desired growth patterns.

## CONSERVATION / OPEN SPACE

### Intent

*Protect* environmentally sensitive areas and open space for conservation and passive recreation purposes. *Prevent* degradation to natural resources in areas that have developed or have the potential to develop.

### General Characteristics

Conservation areas are public or privately-owned properties that are not suitable for development and are intended to be permanently protected for natural area conservation and passive recreation purposes. Open space areas also include parks and undeveloped areas that provide both passive and active recreation opportunities.

Conservation and open space areas are located throughout Villa Rica, represented primarily by floodplain areas, wetlands, parks, and publicly and privately-owned land in its natural state as green space. In addition, trails and greenways associated with the Villa Rica Trail Master Plan (Gold Nugget Trail) are integrated into existing open space areas.

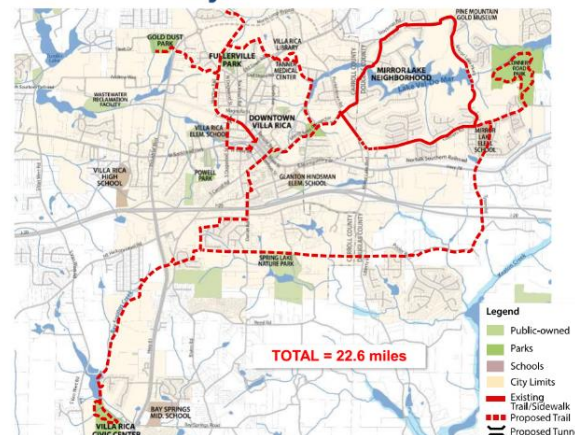
### Implementation Strategies:

- DP 2.1, DP 2.2, DP 3.2; RC 1.1, RC 2.1, RC 2.5; SED 4.3

### Illustrative Photos:



Villa Rica Trail System – DRAFT Master Plan



## DESIGN PRINCIPLES

### Density/Intensity

- Natural landscape with limited recreation-related buildings to provide access to community
- Building placement and exterior materials should blend with surrounding landscape
- Minimize impervious surfaces

### Green Space

- Natural landscape
- Maintain and create connections between natural features
- Public and private

### Transportation/Connectivity

- Pedestrian connectivity with greenways and trails
- Limited vehicular access

### Infrastructure

- Greenways/Trails
- Generally, not applicable



## TRADITIONAL NEIGHBORHOOD

### Intent

*Preserve* established neighborhoods and *create* quality infill development that respects the prevailing single-family character and traditional building materials and site design.

### General Characteristics

Traditional Neighborhoods are characterized by moderate density (up to 8 du/ac) residential development and neighborhoods, with some areas of higher density. Higher densities can be achieved through density bonuses, planned developments, and certain development types specified in the zoning regulations. Green space is largely provided on individual lots, but neighborhood open space and/or park amenities may also be provided. Pedestrian connectivity is moderate to high, where sidewalks may be internal to a neighborhood but may not *currently* connect to nearby parks and schools. However, such connections should be provided in new developments, and should provide linkages to the Gold Nugget Trail, when possible.

Future development will continue to be primarily detached, single-family homes, with opportunities for variations in housing types (including multifamily) and lot sizes based on surrounding uses and sewer availability. Smaller lots and pedestrian-oriented site design complemented by a compact road network is encouraged. Infill development/redevelopment should be compatible with the scale, setback, and style of existing adjacent homes.

### Implementation Strategies:

- DP 1.1, DP 1.3, DP 4.3; RC 3.3; SED 1.3, SED 1.4, SED 1.5, SED 2.1, SED 2.2, SED 2.3

### Illustrative Photos:



## DESIGN PRINCIPLES

### Density/Intensity

- Moderate to high density (4 – 8 du/ac, higher density permitted in accordance with zoning regulations)

### Green Space

- Formal landscaping with built areas; informal landscaping with passive use areas
- Residential subdivision design should set aside a high percentage of open space (i.e., Conservation Subdivisions)
- Neighborhood and community parks; Trail/greenway connections

### Transportation

- Moderate to high vehicular (street grid) and pedestrian (sidewalks, greenways, and trails/paths) connectivity

### Infrastructure

- Public water and access to sewer

## SUBURBAN NEIGHBORHOOD

### Intent

*Preserve* established neighborhoods and *create* quality new residential construction at suburban densities.

### General Characteristics

Suburban Neighborhoods are characterized by detached, single-family homes at low to moderate density residential development and neighborhoods. Higher densities in suburban areas are established through in planned developments. Green space is largely provided on individual lots, but neighborhood open space and/or park amenities may also be provided. Pedestrian connectivity is moderate, where sidewalks may be internal to a neighborhood but may not *currently* connect to nearby parks and schools. Such connections should be provided in new developments.

Future development will continue to be primarily detached, single-family homes, with opportunities for variations in housing types and lot sizes based on surrounding uses and sewer availability. Multi-family developments may be acceptable when compatible with surrounding dwelling types and where it can be supported by sewer. The road network should provide connectivity to surrounding areas and activity centers.

### Implementation Strategies:

- DP 1.1, DP 1.3, DP 1.4, DP 2.2; SED 1.4, SED 2.1, SED 2.2

### Illustrative Photos:



## DESIGN PRINCIPLES

### Density/Intensity

- Detached single-family homes at lower densities (1-2 du/ac for single-family development)
- Moderate density (4 – 8 du/ac) located near community crossroads or activity center;

### Green Space

- Formal landscaping with built areas; informal landscaping with passive use areas
- Neighborhood and community parks; Maintain and create connections between natural features (trails)

### Transportation

- Low to moderate vehicular connectivity (curvilinear streets, more dispersed network when part of planned development) and higher pedestrian connectivity (sidewalks, greenways, and trails/paths), especially when near village or activity center, school, or community facility

### Infrastructure

- Public water and access to sewer

## URBAN VILLAGE

### Intent

Complement downtown area through establishing a development pattern characterized by a network of streets and paths suitable for both vehicles and pedestrians.

### General Characteristics

Urban Village areas are characterized by moderate density residential development and neighborhoods. Urban Villages feature traditional neighborhood development with a focal point represented by neighborhood commercial development. This non-residential development is typically clustered around a prominent intersection in the neighborhood and can include neighborhood commercial services and retail options.

Areas suitable for Urban Village development surround the downtown area and are an extension of compact, gridded development pattern of downtown. Typically, Community Crossroads are present, which provide an area suitable for small-scale commercial development (detached or attached structures) that serves the surrounding neighborhood, creating a “Village” character.

### Implementation Strategies:

- DP 1.1, DP 1.2, DP 1.3, DP 1.4, DP 2.2, DP 4.2, DP 4.3, DP 5.2; SED 1.3, SED 1.4, SED 1.5, SED 2.1, SED 2.2, SED 2.3

### Illustrative Photos:



## DESIGN PRINCIPLES

### Density/Intensity

- Moderate to high density (Up to 8 du/ac for single family development); Higher densities

### Green Space

- Formal landscaping with built areas; informal landscaping with passive use areas
- Neighborhood and community parks; Maintain and create connections between natural features (trails); pedestrian connections to greenways/trails
- Adequate screening/buffer between residential and adjacent uses

### Transportation

- Wide streets with on-street parking
- Dispersed road network; compact design
- Alleys for rear access to residential areas
- Road safety improvements

### Infrastructure

- Public water and sewer access
- Underground utilities preferred, when feasible
- Pedestrian infrastructure/connectivity



## SUBURBAN VILLAGE

### Intent

Create nodes in areas where potential for future development exists by establishing development pattern focused around Community Crossroads.

### General Characteristics

Suburban Villages are characterized by clustered commercial development around the intersection of prominent roads (Community Crossroads) and include immediate surrounding residential areas, which are suburban in nature. The general development pattern is compact, with stand-alone or a few businesses on a site. However, in more suburban and rural areas, a single business typically occupies a property.

Future development should emphasize the compact, small-scale development that supports the immediate surrounding area, including residences, retail, and office uses. Higher density developments should be located closer to more dense/intense areas, where similar development exists. Sidewalks and pedestrian linkages to nearby parks and other amenities should be provided in new developments.

### Implementation Strategies:

- DP 1.1, DP 1.2, DP 1.3, DP 1.4, DP 2.2, DP 4.2, DP 5.2; SED 2.2

### Illustrative Photos:



## DESIGN PRINCIPLES

### Density/Intensity

- Generally low to moderate density with concentrated neighborhood commercial development oriented around intersection/community crossroads; Lower in more rural areas

### Green Space

- Formal landscaping with built areas
- Adequate screening between residential and non-residential uses

### Transportation

- Internal vehicular and pedestrian/bicycle connectivity (Residential Areas)
- Road network should provide connectivity to surrounding area

### Infrastructure

- Public water and sewer access
- Continuous sidewalks and linkages between neighborhoods and nearby parks, schools, and neighborhood amenities

## COMMERICAL CORRIDORS

### Intent

Enhance and maintain well-functioning, attractive corridors that serve local needs, facilitate traffic flow, and coordinate land use patterns without encroaching on adjacent neighborhoods.

### General Characteristics

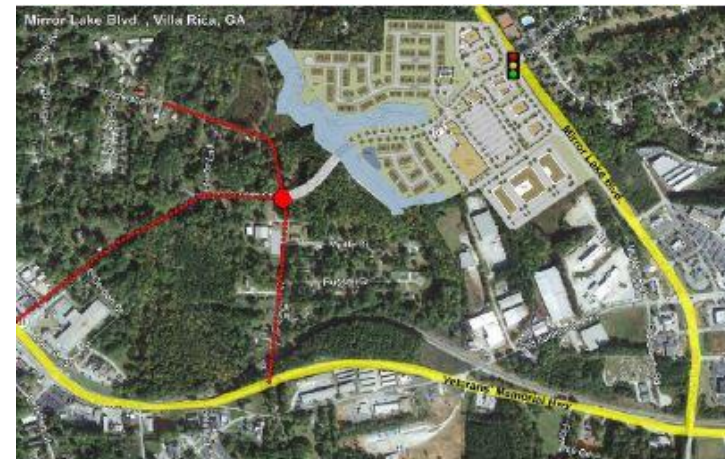
Corridors include primary roadways that may be predominately commercial, industrial, or residential in nature. Access management elements are utilized to minimize the impact of new development to traffic flow, including interparcel access, secondary road access, and driveway consolidation. On each corridor, access management measures are important so as not to impede traffic flow, especially since portions of these corridors are also designated truck routes. A major component of corridor design is avoiding strip, commercial development through coordinating transportation projects and adjacent land use/developments.

Commercial Corridors are along arterials that support traffic patterns around major activity centers and I-20. These corridors also provide employment opportunities for local industry and a variety of businesses. SR 61/Industrial Blvd. between US 78 towards southern city limits; US 78 corridor between downtown and western city limits; Liberty Rd/Mirror Lake Blvd between Gateway area and proposed downtown connector.

### Implementation Strategies:

- DP 1.1, DP 1.2, DP 1.3, DP 1.4, DP 3.3, DP 4.1, DP 4.3; SED 1.3, SED 2.1, SED 3.3

### Illustrative Photos:



## DESIGN PRINCIPLES

### Density/Intensity

- Varies depending on location

### Green Space

- Formal landscaping with built areas, including adequate screening between frontage uses and adjacent residential areas

### Transportation

- High internal vehicular and pedestrian connectivity
- Limited curb cuts; Interparcel access between developments
- Limit signs & billboards

### Infrastructure

- Public water and access to sewer
- Enhanced streetscape



## DOWNTOWN

### Intent:

Preserve traditional development patterns and architectural styles and *create* and *maintain* a vibrant, mixed use community focal point.

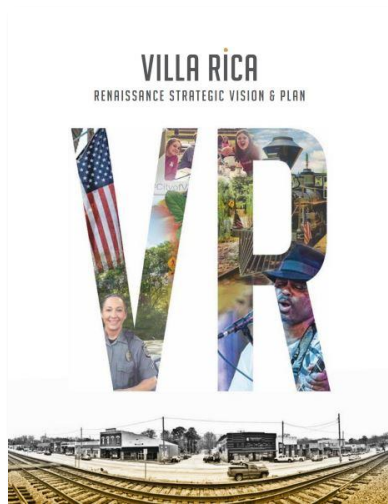
### General Description:

The Downtown District is and will continue to be the urban core of Villa Rica. Redevelopment and infill development should respect historic architecture and existing development patterns (including building placement, lighting, site features, streetscape, etc.), with emphasis on high quality construction and design. Maintaining a compact, pedestrian-oriented environment, with “human-scale” buildings will accommodate a more walkable community. In addition, a dispersed street grid network promotes enhanced traffic mobility. Moreover, supporting residential uses downtown, in the form of “above ground” residential developments (retail/commercial on ground floor) will provide the pedestrian traffic needed to sustain a downtown area.

### Implementation Strategies

- DP 1.2, DP 2.2, DP 3.3, DP 3.4, DP 4.1, DP 4.3; RC 2.5; SED 1.1, SED 1.2, SED 1.3, SED 1.4, SED 1.5, SED 2.1, SED 2.2, SED 3.1, SED 3.3, SED 3.6

### Illustrative Photos:



## DESIGN PRINCIPLES

### Density/Intensity

- Moderate to high density/intensity in terms of all development
- Multi-story developments encouraged (must be compatible with surrounding aesthetic; Consider height limitations to maintain human-scale)

### Green Space

- Formal landscaping with built areas; informal landscaping with passive use areas
- Public parks, greenspace (Town Green), trails

### Transportation

- Compact design; Street grid network
- High vehicular and pedestrian connectivity

### Infrastructure

- Public water and sewer
- Streetscapes with pedestrian amenities
- Rear or underground utilities, when feasible
- Uniform branding and accessories such as benches, planters, signage.

## INDUSTRIAL

### Intent:

*Enhance and create* concentrated industrial uses that minimize disruption of normal traffic flow.

### General Description:

Industrial areas are characterized by large building footprints and lots usually in excess of five (5) acres, where truck access is of primary concern. This may include landscaped roadways and uniform signage to create a cohesive industrial setting. Preservation and expansion of existing industrial development should respect adjacent land uses and existing development patterns (including building placement, lighting, site features, streetscape, etc.). When feasible, campus-style industrial developments are encouraged, with an emphasis on high quality construction and design and inter-connectivity.

### Implementation Strategies:

- DP 1.1, DP 1.4, DP 3.1, DP 5.3, DP 5.4, DP 6.1, DP 6.3; SED 3.1, SED 3.2, SED 3.3, SED 3.4, SED 3.5

### Illustrative Photos:



## DESIGN PRINCIPLES

### Density/Intensity

- Moderate to high intensity

### Green Space

- Formal landscaping with built areas; informal landscaping with passive use areas
- Vegetative buffers/screening to minimize impacts on adjacent uses, especially residential

### Transportation

- Truck access and heavy-duty road infrastructure with access to major transportation corridors and arterials

### Infrastructure

- Potential to be large users of public water and sewer
- Heavy duty roads



## COMMERCIAL

### Intent:

*Enhance and create concentrated commercial uses that serve the entire community.*

### General Description:

Concentrations of Commercial activity are commonly found at intersections of prominent, high-traffic corridors. They provide access to goods and services that serve the entire community. Land use patterns should promote concentrated commercial and mixed use development and avoid disjointed, strip development. Access management tools, including minimizing curb cuts and interparcel connectivity, should be implemented when possible. Additionally, pedestrian access both between developments and to surrounding neighborhoods should be provided when possible.

### Implementation Strategies:

- DP 1.1, DP 1.4, DP 2.2, DP 4.1, DP 5.3, DP 5.4, DP 6.1, DP 6.3; SED 1.3, SED 3.1, SED 3.2, SED 3.3



## DESIGN PRINCIPLES

### Density/Intensity

- Cluster developments around major intersections; avoid strip, disjointed development
- Moderate to high intensity

### Green Space

- Formal landscaping with built areas; informal landscaping with passive use areas
- Public parks and greenspace

### Transportation

- Access management elements (interparcel connectivity; minimized driveway/curb cuts from main corridor)

### Infrastructure

- Public water and sewer
- Pedestrian infrastructure within and between developments, as appropriate
- Pedestrian connection to nearby neighborhoods, if applicable

## MEDICAL

### Intent:

*Create concentrated commercial, retail, and office uses that support existing medical facilities.*

### General Description:

The Medical land use encompasses existing Tanner Medical Center and associated facilities, including the medical-related offices located near the hospital property. This area currently contains an assisted living facility and rehabilitation center, which are in character with the intent of this land use. Moving forward, future development should be focused on medical-related offices and facilities with the potential for campus-style development.

The area supports medical-related offices, businesses, commercial, retail, and some residential uses. This area will encourage pedestrian and vehicular connectivity between developments/buildings. The road network should be well-connected to the surrounding area, with enhanced vehicular mobility as a priority around urgent care clinic and emergency facilities.

### Implementation Strategies:

- DP 1.1, DP 1.2, DP 1.3, DP 1.4, DP 5.3, DP 5.4, DP 6.3, SED 1.3, SED 2.1, SED 3.1, SED 3.2, SED 3.3

### Illustrative Photos:



## DESIGN PRINCIPLES

### Density/Intensity

- Moderate to high density/intensity in terms of all development

### Green Space

- Formal landscaping with built areas; informal landscaping with passive use areas
- Public parks and greenspace

### Transportation

- Pedestrian connectivity between facilities
- Road network should provide high connectivity throughout surrounding area

### Infrastructure

- Public water and sewer



## I-20 GATEWAY

### Intent

*Enhance* entrances into the city from I-20 and facilitate access to goods and services to serve residents and commuters. *Create* employment opportunities where a location benefits from interstate proximity and available infrastructure.

### General Characteristics

In a most basic form, Gateways serve as the primary entrances into the city, providing access goods and services for both residents and commuters. Gateways are similar to commercial activity centers, with an emphasis on capturing commuter traffic and providing a sense of arrival to Villa Rica. Gateway areas should support a variety of uses, including commercial, mixed use, and office-related developments which also offer employment opportunities. Such development can provide opportunities for hotels similar high intensity developments.

Gateway areas occur the entrances to I-20, which carries the heaviest traffic through the city along the interstate. The 2014 Carroll County LRTP indicates that that the portion of I-20 within Villa Rica has the highest daily volume along this corridor within Carroll County. Thus, Villa Rica has an opportunity to capitalize on this commuter traffic by providing access to services, goods, and employment opportunities in the Gateway areas. High quality development and site design should be encouraged, along with the implementation of access management tools to ensure unimpeded traffic flow on and off I-20.

### Implementation Strategies:

- DP 1.1, DP 1.3, DP 3.1, DP 3.3, DP 4.1, DP 4.3, DP 5.3, DP 5.4, DP 6.3; SED 3.1, SED 3.2, SED 3.3

### Illustrative Photos:



## DESIGN PRINCIPLES

### Density/Intensity

- Higher intensity due to location adjacent to interstate interchange

### Green Space

- Formal landscaping with built areas; informal landscaping with passive use areas
- Neighborhood and community parks; Maintain and create connections between natural features (trails)
- All residential areas within a short walk to green space and trails

### Transportation

- Wide streets with on-street parking
- Dispersed road network
- Alleys for rear access to residential areas

### Infrastructure

- Public water and access to sewer
- Underground utilities preferred, when feasible

## Future Development Village Areas and Land Use Matrix

| Village Area                     | Land Use | Conservation | Downtown | Traditional Neighborhood | Suburban Neighborhood | Urban Village | Industrial | Commercial | Commercial Corridor | Medical | I-20 Gateway |
|----------------------------------|----------|--------------|----------|--------------------------|-----------------------|---------------|------------|------------|---------------------|---------|--------------|
| Downtown                         |          |              |          |                          |                       |               |            |            |                     |         |              |
| East Village                     |          |              |          |                          |                       |               |            |            |                     |         |              |
| Mirror Lake Commercial Village   |          |              |          |                          |                       |               |            |            |                     |         |              |
| Mirror Lake Residential Village  |          |              |          |                          |                       |               |            |            |                     |         |              |
| East Industrial Village          |          |              |          |                          |                       |               |            |            |                     |         |              |
| Miner's Village                  |          |              |          |                          |                       |               |            |            |                     |         |              |
| Medical Village                  |          |              |          |                          |                       |               |            |            |                     |         |              |
| North Village                    |          |              |          |                          |                       |               |            |            |                     |         |              |
| South Village                    |          |              |          |                          |                       |               |            |            |                     |         |              |
| West Village                     |          |              |          |                          |                       |               |            |            |                     |         |              |
| Fullerville Village              |          |              |          |                          |                       |               |            |            |                     |         |              |
| Urban Village                    |          |              |          |                          |                       |               |            |            |                     |         |              |
| Gold Dust Village                |          |              |          |                          |                       |               |            |            |                     |         |              |
| West Industrial Village          |          |              |          |                          |                       |               |            |            |                     |         |              |
| Commercial Village               |          |              |          |                          |                       |               |            |            |                     |         |              |
| Rural Village                    |          |              |          |                          |                       |               |            |            |                     |         |              |
| Bankhead Village                 |          |              |          |                          |                       |               |            |            |                     |         |              |
| Neighborhood Residential Village |          |              |          |                          |                       |               |            |            |                     |         |              |
| Neighborhood Residential Village |          |              |          |                          |                       |               |            |            |                     |         |              |
| Liberty Village                  |          |              |          |                          |                       |               |            |            |                     |         |              |
| Carroll Village                  |          |              |          |                          |                       |               |            |            |                     |         |              |
| Traditional Village              |          |              |          |                          |                       |               |            |            |                     |         |              |
| Suburban Village                 |          |              |          |                          |                       |               |            |            |                     |         |              |
| Punkintown Village               |          |              |          |                          |                       |               |            |            |                     |         |              |

# 5

## CHAPTER FIVE. Broadband

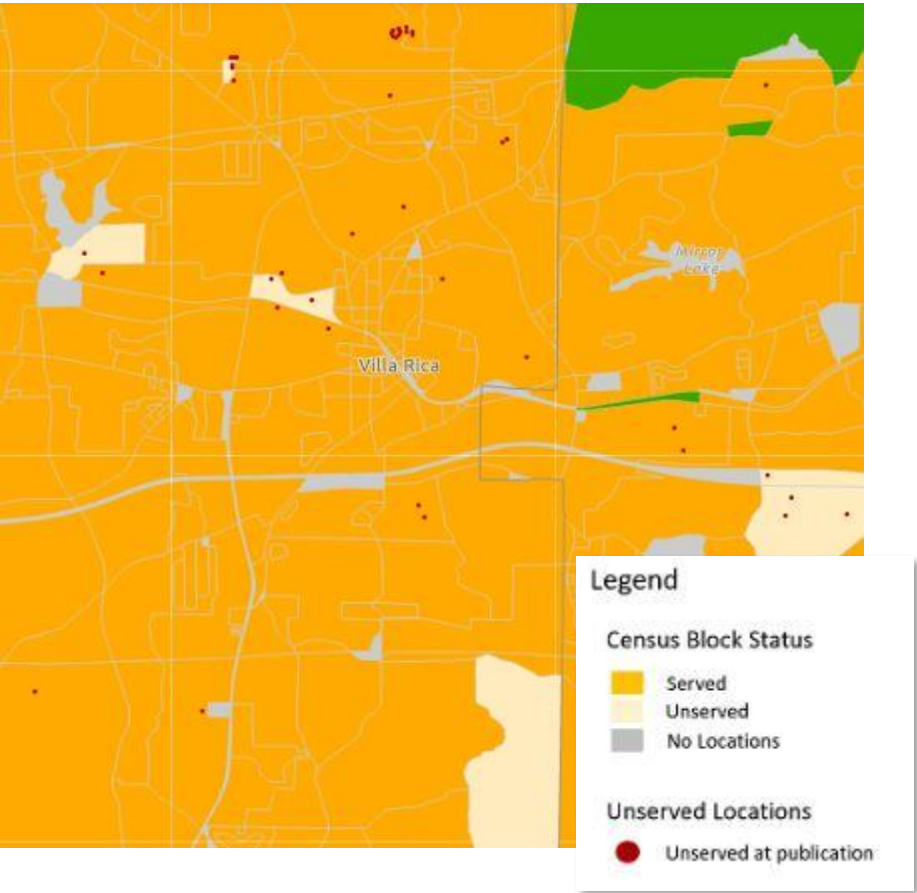
The State of Georgia has promoted the expansion of broadband access through the Georgia Broadband Deployment Initiative (GDBI) which was launched in 2018. As part of this endeavor, local jurisdictions are required to include broadband as part of the comprehensive plan. As evidenced in the data below and the 2023 Georgia Broadband Availability Map to the right, the City of Villa Rica is well served by broadband internet. Pockets of unserved areas are present in the west portion of the city that are occupied by industrial activity.

Type of Internet Subscriptions – City of Villa Rica

| Type                                   | Total | % of Total |
|----------------------------------------|-------|------------|
| Total households                       | 5,753 | 100.0%     |
| Total with an internet subscription    | 5,332 | 92.7%      |
| Dial-up                                | 8     | 0.1%       |
| Broadband (cable, fiber, DSL)          | 4713  | 81.9%      |
| Satellite                              | 578   | 10%        |
| Internet Access without a subscription | 421   | 7.3%       |

Source: US Census Bureau, 2021: ACS 5-Year Estimates Subject Tables-  
PRESENCE AND TYPES OF INTERNET SUBSCRIPTIONS IN HOUSEHOLD

DCA GBDI Broadband Map



# 6

## CHAPTER SIX. Implementation

The Implementation Program identifies the specific measures to implement the city of Villa Rica’s Comprehensive Plan. The Implementation Program includes the following elements:

- 2019 – 2023 Report of Accomplishments
- 2023/2024 – 2028 Community Work Program
- Supplemental Plans
- Plan Maintenance

### Community Work Program

The Community Work Program (CWP) table identifies specific implementation actions the city and other entities intend to take during the first five-year timeframe of the planning period. This includes ordinances, programs, plans and studies, community improvements or investments, or other programs/initiatives to be put in place to implement this plan. For each action the CWP outlines the following information:

- Type of action/strategy and brief description
- Timeframe for undertaking the activity
- Estimated cost
- Responsible party for implementing the activity
- Funding source
- Strategy reference number (see Chapter 3)

### Report of Accomplishments.

The Report of Accomplishments (ROA) provides a status of each work item identified in the prior Community Work Program (previously referred to as the Short-Term Work Program) for the city of Villa Rica (for the years 2018/2019 - 2023), as indicated in the table on the following pages.

| PROJECT/ACTIVITY                                                                                                                                                                                                                                                                      | STATUS    |          |           |         | COMMENTS                               |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------|-----------|---------|----------------------------------------|
|                                                                                                                                                                                                                                                                                       | Completed | Underway | Postponed | Dropped |                                        |
| Regulations                                                                                                                                                                                                                                                                           |           |          |           |         |                                        |
| Update development/zoning regulations (Streamline land use and development regulations to support the goals of the Comprehensive Plan)                                                                                                                                                |           | X        |           |         | Strategy versus action items/projects? |
| Evaluate need to develop design standards for corridor development to help mitigate traffic mobility issues in high traffic areas (SR 61, US 78, Industrial Blvd.), and to ensure that new development/ redevelopment is designed to be compatible with the function of the corridors |           | X        |           |         | Strategy versus action items/projects? |
| Review design standards for residential, commercial, industrial development to ensure high quality standards are consistently applied                                                                                                                                                 |           | X        |           |         | Strategy versus action items/projects? |
| Evaluate zoning and development regulations related to density allowances and multi-family developments                                                                                                                                                                               | X         |          |           |         |                                        |
| Review zoning regulations and evaluate the need to develop a zoning designation for Mixed Use                                                                                                                                                                                         | X         |          |           |         |                                        |
| Evaluate effectiveness of the city’s tree protection standards, residential lot coverage requirements, and Conservation Subdivision design regulations and identify potential amendments, as necessary                                                                                | X         |          |           |         |                                        |



| PROJECT/ACTIVITY                                                                                                                                                                                                                                                       | STATUS    |          |           |         | COMMENTS                                          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------|-----------|---------|---------------------------------------------------|
|                                                                                                                                                                                                                                                                        | Completed | Underway | Postponed | Dropped |                                                   |
| Functional Plans                                                                                                                                                                                                                                                       |           |          |           |         |                                                   |
| Implement Villa Rica Master Trail Plan (provides a network of trails and greenway connections ["Gold Nugget Trail"] throughout the city and encourages an active, healthy lifestyle)                                                                                   |           | X        |           |         | Specific action items and details for new CWP?    |
| Pursue creation of Stormwater Utility                                                                                                                                                                                                                                  |           | X        |           |         | Specific action items and details for new CWP?    |
| Develop and designate Tax Allocation District in targeted areas (Downtown area, Downtown-Mirror Lake Connector)                                                                                                                                                        | X         |          |           |         |                                                   |
| Prepare citywide Comprehensive Transportation Plan ( To identify areas or intersections where additional or alternative road connections are necessary to mitigate traffic congestion and to address interface between vehicular and pedestrian/bicycle infrastructure | X         |          |           |         |                                                   |
| Small Area / Master Plans                                                                                                                                                                                                                                              |           |          |           |         |                                                   |
| Prepare and adopt Villa Rica Downtown Master Plan (address traffic congestion/safety issues, new road connections, Downtown - Mirror Lake Connector, parking, pedestrian safety, railroad crossings, public parks/plazas, downtown revitalization)                     |           |          | X         |         | RSVP did this? Ron says planned but not priority. |
| Prepare master plan of Gold Dust Park to for park upgrades and additional equipment                                                                                                                                                                                    |           | X        |           |         | Specific action items and details for new CWP?    |
| Prepare master plan of Fullerville to guide expansion and addition of soccer fields                                                                                                                                                                                    |           | X        |           |         | Specific action items and details for new CWP?    |

| PROJECT/ACTIVITY                                                                                                                                                                                                                                                                         | STATUS    |          |           |         | COMMENTS                                                                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------|-----------|---------|------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                          | Completed | Underway | Postponed | Dropped |                                                                                                |
| Prepare Master Plan of Villa Rica Sports Complex ("V-Plex") to guide expansion and addition of soccer fields                                                                                                                                                                             |           | X        |           |         | Specific action items and details for new CWP?                                                 |
| Process / Program                                                                                                                                                                                                                                                                        |           |          |           |         |                                                                                                |
| Use the Future Development Map to guide planning for water, sewer, stormwater infrastructure expansion projects, limiting future service to targeted development locations                                                                                                               |           | X        |           |         | Strategy versus action items/projects?                                                         |
| Promote environmental and historic preservation activities and events on social media (City website, Facebook, flyers, local group meetings)                                                                                                                                             |           | X        |           |         | Strategy versus action items/projects?                                                         |
| Promote tourism tied to Villa Rica's historic and cultural resources (i.e. development of walking or trolley tour that showcases Villa Rica's historic resources)                                                                                                                        |           | X        |           |         | Strategy versus action items/projects?                                                         |
| Coordinate with the Georgia Environmental Protection Division (GAEPD) on future actions that may be necessary to remain in compliance with Metropolitan North Georgia Water Planning District's Water Resource Management Plan                                                           |           | X        |           |         | Strategy versus action items/projects?                                                         |
| Consult with the Historic Preservation Division of the Georgia Department of Natural Resources to identify available technical resources, financial assistance, and incentives for preserving and enhancing historic resources (i.e., funding to acquire and repair historic properties) |           | X        |           |         | Ongoing strategy. Take out of CWP. Note: HPD is now under the Department of Community Affairs. |

| PROJECT/ACTIVITY                                                                                                                                                                                                                                                                                          | STATUS    |          |           |         | COMMENTS                               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------|-----------|---------|----------------------------------------|
|                                                                                                                                                                                                                                                                                                           | Completed | Underway | Postponed | Dropped |                                        |
| Continue coordination and participation in with local Chamber of Commerce (City/County), Main Street Program initiatives, Development Authorities (Villa Rica DA and Downtown DA) to attract a variety of businesses to Villa Rica                                                                        |           | X        |           |         | Strategy versus action items/projects? |
| Continue to encourage businesses to locate downtown through promoting initiatives of the Main Street Program and local Development Authorities (City/downtown)                                                                                                                                            |           | X        |           |         | Strategy versus action items/projects? |
| Promote infill development (of remaining undeveloped properties inside city limits) and promote redevelopment (of properties with structures that are obsolete) in downtown and Fullerville areas and ensure it is consistent with existing community character, scale, and aesthetic of surrounding area |           | X        |           |         | Strategy versus action items/projects? |
| Ensure non-residential development in Urban and Suburban Village areas (indicated on the Future Development Map) is compatible with existing character and scale of the surrounding area                                                                                                                  |           | X        |           |         | Strategy versus action items/projects? |
| Maintain quality housing in a variety of dwelling types and densities to support the needs of the population                                                                                                                                                                                              |           | X        |           |         | Strategy versus action items/projects? |
| Promote development patterns that incorporate human-scale development, and a walkable community that contains a variety of uses in a compact area (i.e., Community Crossroads, Village areas, Activity Centers)                                                                                           |           | X        |           |         | Strategy versus action items/projects? |
| Provide and maintain connections to nearby trails, greenways, or parks, in new developments                                                                                                                                                                                                               |           | X        |           |         |                                        |
| Identify and promote opportunities for higher paying jobs and small businesses                                                                                                                                                                                                                            |           | X        |           |         | Strategy versus action items/projects? |

| PROJECT/ACTIVITY                                                                                                                                                                                                                | STATUS    |          |           |         | COMMENTS                               |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------|-----------|---------|----------------------------------------|
|                                                                                                                                                                                                                                 | Completed | Underway | Postponed | Dropped |                                        |
| Pursue annexation opportunities within a general Urban Growth Area as depicted on the Future Development Map, based on determination of economic feasibility/benefit                                                            |           | X        |           |         | Strategy versus action items/projects? |
| Coordinate decisions related to land use and zoning designations with transportation/capital improvement projects, especially along major commercial corridors (i.e., SR 61, Industrial Blvd, US 78, SR 101)                    | X         |          |           |         |                                        |
| Ensure adequate buffering and screening is provided between residential areas and adjacent developments to minimize potential negative impacts on residential development                                                       | X         |          |           |         |                                        |
| Pursue Green Community Certification through Atlanta Regional Commission                                                                                                                                                        |           |          |           | X       |                                        |
| Inventory / Assessment                                                                                                                                                                                                          |           |          |           |         |                                        |
| Identify opportunities with preservation advocates or specialists for the reuse and/or maintenance of historic buildings and districts (i.e., Connally-Marchman Home, Wick's Tavern)                                            | X         |          |           |         |                                        |
| Acquire rights to and/or restoration of Connally- Marchman home                                                                                                                                                                 |           |          | X         |         | New date, details, cost, action?       |
| Identify properties (i.e., those identified in the city's 2010 Historic Inventory Assessment) that are eligible to pursue National Register status (South Commercial Downtown District, Connally-Marchman House, Wick's Tavern) | X         |          |           |         |                                        |

| PROJECT/ACTIVITY                                                                                                                                                                                                                                                        | STATUS    |          |           |         | COMMENTS                               |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------|-----------|---------|----------------------------------------|
|                                                                                                                                                                                                                                                                         | Completed | Underway | Postponed | Dropped |                                        |
| Prepare a tree inventory to determine the presence of tree species that may need enhanced protection, or that are invasive and need to be removed, in order to ensure protection of existing tree canopy                                                                |           |          |           | X       |                                        |
| Identify opportunities to incorporate bicycle/pedestrian projects (i.e., Gold Nugget Trail) and streetscape enhancements (i.e., landscaping, street lighting, sidewalks) into future road improvement projects                                                          |           | X        |           |         | Strategy versus action items/projects? |
| Identify opportunities to accommodate expansion of industrial real estate (including infill development), where appropriately located, and acquire properties, as feasible                                                                                              |           | X        |           |         | Strategy versus action items/projects? |
| Identify additional water source to support future growth                                                                                                                                                                                                               |           | X        |           |         | Strategy versus action items/projects? |
| Identify inflow and infiltration of rainwater into the sewer line                                                                                                                                                                                                       |           |          |           | X       |                                        |
| Coordinate with the Housing Authority on the relocation and redevelopment of existing public housing sites                                                                                                                                                              |           |          |           | X       |                                        |
| Maintain current city Maps and update as needed (Existing Land Use, Zoning, etc.) for consistency                                                                                                                                                                       | X         |          |           |         |                                        |
| Coordinate with other municipalities and agencies to identify potential brownfield sites and pursue grant funding (EPA Brownfield programs) to remediate contaminated areas and redevelop eligible properties as a productive use in the Fullerville and downtown areas |           |          |           | X       |                                        |



| PROJECT/ACTIVITY                                                                                  | STATUS    |          |           |         | COMMENTS                                           |
|---------------------------------------------------------------------------------------------------|-----------|----------|-----------|---------|----------------------------------------------------|
|                                                                                                   | Completed | Underway | Postponed | Dropped |                                                    |
| Community Improvements & Infrastructure Projects                                                  |           |          |           |         |                                                    |
| Utilities (Water/Sewer/Wastewater/Stormwater)                                                     |           |          |           |         |                                                    |
| Replace water lines in the downtown area (replacing low pressure 2" galvanized with copper lines) |           | X        |           |         | New date, details, cost, action?                   |
| Complete water and sewer model                                                                    |           | X        |           |         | New date, details, cost, action?                   |
| Redirect sewer from Mirror Lake Area to the West Plant                                            |           | X        |           |         | New date, details, cost, action? Cost: 6.5 Million |
| Southside regional lift station                                                                   |           |          | X         |         | New date, details, cost, action?                   |
| Cowan Lake Pump                                                                                   | X         |          |           |         |                                                    |
| Lift Stations - Florence Circle, Edge Road                                                        | X         |          |           |         |                                                    |
| Lift Station upgrades                                                                             |           | X        |           |         | New date, details, cost, action?                   |
| North Loop - Wastewater & Sewer Line Extension                                                    |           | X        |           |         | New date, details, cost, action?                   |
| North Plant - additional clarifier                                                                |           |          |           | X       |                                                    |
| North Plant - second filter                                                                       |           |          |           | X       |                                                    |
| Install water line from Mirror Lake tank to under Exit 26 bridge                                  |           |          |           | X       |                                                    |

| PROJECT/ACTIVITY                                                                                                                               | STATUS    |          |           |         | COMMENTS                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------|-----------|---------|------------------------------------------------------|
|                                                                                                                                                | Completed | Underway | Postponed | Dropped |                                                      |
| Move and/or Restore Fullerville Water Tank                                                                                                     |           | X        |           |         | New date, details, cost, action?                     |
| Relocate utilities to accommodate proposed mini-roundabout at Dallas Hwy/Punkintown Rd intersection                                            | X         |          |           |         |                                                      |
| Relocate utilities to accommodate proposed mini-roundabout at Industrial Blvd/Rockmart Rd                                                      |           |          |           | X       |                                                      |
| <b>Transportation</b>                                                                                                                          |           |          |           |         |                                                      |
| Pedestrian trail tunnel under North Loop Bypass                                                                                                |           |          | X         |         | New date, details, cost, action?                     |
| North Loop Bypass engineering and utility relocation easements                                                                                 | X         |          |           |         |                                                      |
| Downtown Parking Deck - (Purchase property, begin design & construction process)                                                               |           |          | X         |         | New date, details, cost, action?                     |
| Repair and completion of Permian Way                                                                                                           | X         |          |           |         |                                                      |
| Upgrade of pedestrian crossing: Railroad crossing at N. Carroll Rd & Hwy 78                                                                    | X         |          |           |         |                                                      |
| Close Cheeves Street and implement intersection improvements with Wilson Street (Downtown Master Plan)                                         |           | X        |           |         | New date, details, cost, action?                     |
| Improve the intersection at Temple and N. Carroll Street (Downtown Master Plan)                                                                |           | X        |           |         | New date, details, cost, action?                     |
| Create an alternative access over Norfolk Southern (Includes Closing Cheeves Street Crossing and Stone Street Crossing) (Downtown Master Plan) |           | X        |           |         | New date, details, cost, action? Under construction. |

| PROJECT/ACTIVITY                                                          | STATUS    |          |           |         | COMMENTS                                                 |
|---------------------------------------------------------------------------|-----------|----------|-----------|---------|----------------------------------------------------------|
|                                                                           | Completed | Underway | Postponed | Dropped |                                                          |
| Construct parking lot off of W. Wilson Street (Downtown Master Plan)      |           |          | X         |         | New date, details, cost, action?                         |
| Install silent railroad crossings                                         |           | X        |           |         | New date, details, cost, action?                         |
| Reroute SR 61 out of Downtown                                             |           | X        |           |         | New date, details, cost, action? Part of bypass project. |
| Recreation and Community Facilities                                       |           |          |           |         |                                                          |
| Implement Gold Nugget Trail "Model Mile" (Villa Rica Master Trail Plan)   |           | X        |           |         | New date, details, cost, action?                         |
| Stockmar Park - Camp sites                                                |           |          |           | X       |                                                          |
| Stockmar Park - Expansion                                                 | X         |          |           |         |                                                          |
| Stockmar Park - Replace train engine at Gold Mine Museum                  |           | X        |           |         | New date, details, cost, action?                         |
| Spring Lake Park clean up and development                                 | X         |          |           |         |                                                          |
| Villa Rica Sports Complex ("V-plex") - Restrooms and concession buildings |           |          |           | X       |                                                          |
| Villa Rica Sports Complex ("V-plex") - Soccer field additions             |           |          |           | X       |                                                          |
| Gold Dust Park Gymnasium - HVAC & backup generator                        | X         |          |           |         |                                                          |
| Gold Dust Park - Replace playground and outdoor fitness equipment         | X         |          |           |         |                                                          |

| PROJECT/ACTIVITY                                                                                                                                                                      | STATUS    |          |           |         | COMMENTS                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------|-----------|---------|---------------------------------------------------------------|
|                                                                                                                                                                                       | Completed | Underway | Postponed | Dropped |                                                               |
| Construct parking lot off of W. Wilson Street (Downtown Master Plan)                                                                                                                  | X         |          |           |         |                                                               |
| Construct splash pads (Gold Dust Park (2020), Downtown (2023))                                                                                                                        | X         |          |           |         |                                                               |
| Conners Road Park (Continue development and implementation of master plan for Conners Road                                                                                            | X         |          |           |         |                                                               |
| Fullerville Park - Soccer complex expansion                                                                                                                                           | X         |          |           |         |                                                               |
| Relocate City Hall to downtown (Build a new Government Center to consolidate city functions including Police and Courts, DDA, and City Hall, in accordance with Downtown Master Plan) |           | X        |           |         | New date, details, cost, action?                              |
| Convert Avanti building to create a Town Green (Downtown Master Plan)                                                                                                                 |           | X        |           |         | New date, details, cost, action? Building will be repurposed. |
| Construct the downtown Visitor's Center proposed in the RSVP Plan                                                                                                                     |           | X        |           |         | New date, details, cost, action? To be relocated.             |
| Construct a Veterans' memorial                                                                                                                                                        |           | X        |           |         | New date, details, cost, action?                              |
| Public Safety                                                                                                                                                                         |           |          |           |         |                                                               |
| Police Department Firing Range                                                                                                                                                        |           | X        |           |         | New date, details, cost, action?                              |
| Community Protection Cameras                                                                                                                                                          |           | X        |           |         | New date, details, cost, action?                              |

Community Work Program 2023/2024 - 2028.

New work program is currently underway and being drafted.

| Action/Implementation Strategy | Timeframe     |      |      |      |      | Cost Estimate | Responsible Party | Funding Source |
|--------------------------------|---------------|------|------|------|------|---------------|-------------------|----------------|
|                                | 2023/<br>2024 | 2025 | 2026 | 2027 | 2028 |               |                   |                |
|                                |               |      |      |      |      |               |                   |                |
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| Action/Implementation Strategy | Timeframe     |      |      |      |      | Cost Estimate | Responsible Party | Funding Source |
|--------------------------------|---------------|------|------|------|------|---------------|-------------------|----------------|
|                                | 2023/<br>2024 | 2025 | 2026 | 2027 | 2028 |               |                   |                |
|                                |               |      |      |      |      |               |                   |                |
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## Supplemental Plans

Supplemental plans are planning documents that address in detail a specific topic or issue of importance to the community and that have applicable project recommendations for Villa Rica. These plans support the implementation of the Comprehensive Plan by addressing identified goals and strategies in Chapters 3 and 4, and their recommendations should be used by the city to identify and prioritize projects in conjunction with the CWP. The supplemental plans listed below are incorporated into the plan by reference:

- Carroll County Long Range Transportation Plan
- Douglas County Comprehensive Transportation Plan
- Villa Rica Downtown Renaissance Strategic Vision & Plan (RSVP)
- Villa Rica Watershed Management Plan & Stormwater Management Plan
- Metropolitan North Georgia Water Planning District's Water Resource Management Plan
- Villa Rica Master Trail Plan (Gold Nugget Trail Plan)
- Villa Rica Downtown Master Plan
- Villa Rica Transportation Master Plan (serves as the Transportation Element)

## Long-Term Projects

Villa Rica intends to address the following projects to support strategies from Chapter 3 beyond the five-year timeframe of the CWP. While it is feasible for the city to begin implementing some of these Plans, most will need to continue past the CWP's short term time frame.

- **Villa Rica Master Trail Plan:** This plan, which adopted in August 2018, seeks to manage the development of a trail and greenway system, referred to as the "Gold Nugget Trail," that expands over 20 miles throughout the city, providing pedestrian linkages between parks, neighborhoods, schools, and activity centers. Through providing a bicycle and pedestrian network, this plan provides an opportunity to encourage an active, healthy lifestyle for both Villa Rica residents and visitors. The plan was adopted in August 2018 and is expected to be implemented in phases, as funding becomes available. The first action item, which is included in the 5-year work program is the completion of the trail's "Model Mile," which will extend from the Fullerville Trailhead to the Villa Rica Public Library.
- **Villa Rica Downtown Master Plan:** The initial goal of the downtown plan was to integrate a wide variety of ideas that had been developed regarding downtown into a cohesive plan that also acknowledged proposed roadway improvements. The focus of the downtown plan for Villa Rica has been to mitigate impacts from the railroad including redesign of railroad crossings. In addition, the plan examines the expansion of downtown greenspace to create a town square; integration of transportation plans to establish linkage to existing and planned residential and commercial developments; new road connections and reconfigurations; redevelopment of a 1950's era gas station into a visitor's center and linkage of downtown into the comprehensive bike trail master plan. The downtown plan must also address parking concerns of merchants and establish design standards for mixed use infill development. Another major component of this plan is the development of a road connection between Downtown and the Mirror Lake area. This plan will also address streetscape, stormwater management, and land use along this corridor.

- **Villa Rica Master Transportation Plan:** The Villa Rica Master Transportation Plan serves as a guide citywide transportation development for short, intermediate, and long-term time frames. The plan will address both vehicular and pedestrian/bicycle connections and evaluate potential improvements for each. This plan is to be used with other city plans that address transportation-related projects.
- **Various Park Master Plans:** The city is planning to develop separate master plans for several existing parks to guide various planned and desired enhancements over the next several years. From additional sports fields and recreation amenities to upgrades to existing structures to planning future connections to the Gold Nugget Trail, these plans will unify current and future projects for each of the parks. The city is currently in the final states of a recreation master plan, which will likely include a comprehensive look at all parks and related recreation infrastructure.
- **Development and of a Stormwater Utility:** Water, sewer, and wastewater infrastructure continue to be a priority for the city. A stormwater utility an organizational and financial entity that establishes a formal plan of action to secure the funding necessary to operate and maintain a stormwater management program, including necessary infrastructure upgrades.
- **North Loop Bypass (GDOT):** As of August 2018, the North Loop bypass project, which has been in the works since the previous Comprehensive plan update, was postponed until Georgia Department of Transportation's (GDOT) FY 2024. Action items related to this project will remain on the city's current work program, as there is potential for some items to be addressed beginning in 2023.

## Annual Review

City staff should provide a status of the plan implementation to the City Council on an annual basis, at the least. Specifically, the Community Work Program should be reviewed to identify the current status of the implementation measures and an informal progress report will be prepared. If the city chooses, the annual review process can be used to undertake a formal annual update (see below).

## Plan Amendments

According to the DCA rules, the local government determines when a plan amendment is necessary to address changing circumstances that may have detracted from the usefulness of the plan as a guide to local decision-making.

## Updates to the Comprehensive Plan

At a minimum, a plan update must be completed every five years, in accordance with the Local Comprehensive Plan Recertification Schedule maintained by DCA. An annual update option is provided for communities wanting to update their plan on a more frequent basis. The annual update requires submittal of a new fifth year for the CWP and any changes needed for the other years of the CWP, and if needed, changes can be made to other elements of the Comprehensive Plan. For communities collecting impact fees, an annual update of the CWP is required.

## Appendix

- Comprehensive Plan Committee Schedule
- Committee Sign-In Sheets
- SWOT Analysis
- Survey Results
- Open House / Visioning Results
- Villa Rica Growth Outlook Overview
- Villa Rica Transportation Master Plan (Transportation Element)



**Villa Rica Comprehensive Plan Update  
Steering Committee Meeting #1  
Tuesday, May 23, 2023  
Villa Rica Public Library**

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Meeting Agenda

1. Welcome and Introductions
2. Purpose and Planning Process
3. Meeting Schedule
4. Public Outreach
5. SWOT
6. Next Meeting

| Comprehensive Plan Committee Meetings and Activities Schedule |                          |                                                        |                                               |                              |
|---------------------------------------------------------------|--------------------------|--------------------------------------------------------|-----------------------------------------------|------------------------------|
| Date                                                          | Time                     | Meeting Topic/Activity                                 | Location                                      | Participants                 |
| April 11                                                      | 7pm                      | First Public Hearing – Kick Off                        | Council Chambers                              | Open                         |
| May 23                                                        | 5:30pm                   | Introduction, Purpose, Schedule, SWOT, Public Outreach | Upper Library Conference Room                 | Steering Committee and Staff |
| April 13<br>April 18<br>April 27                              | 12-5pm<br>5-7pm<br>3-7pm | Open House/Visioning Events                            | Powell Park<br>Mirror Lake Ele.<br>VR Library | Open                         |
| June 28                                                       | 5:30pm                   | Development Patterns                                   | Upper Library Conference Room                 | Steering Committee and Staff |
| July 10                                                       | 6pm                      | Resource Conservation                                  | Upper Library Conference Room                 | Steering Committee and Staff |
| July 25                                                       | 6pm                      | Social and Economic Development and Broadband          | Upper Library Conference Room                 | Steering Committee and Staff |
| Sept 12                                                       | 6pm                      | Second Public Hearing - Tentative                      | Council Chambers                              | Open                         |
| Oct                                                           | 6pm                      | Plan Adoption                                          | Council Chambers                              | Open                         |

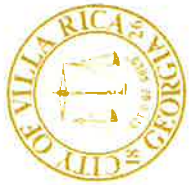


Villa Rica Comprehensive Plan Update  
Steering Committee Meeting #1  
May 23, 2023

Sign-In Sheet

Please print clearly.

| NAME            | ORGANIZATION   | EMAIL ADDRESS         | TELEPHONE    |
|-----------------|----------------|-----------------------|--------------|
| John Hannabach  | P+Z Comm       | hanna.jo13@gmail.com  | 404 401 5903 |
| Amy Brown       | Business Owner | amy@arnybrown.biz     | 678-840-5000 |
| Carolene B. Cox | Business Owner | Tasew4u@gmail.com     | 678.952.6500 |
| Ron Johnson     | P+Z            | rjohnson@er.gov       | 678-840-1238 |
| Mr. G. B. Guler | City Mgr       | gbarber@villarica.org | 770.330.2320 |
|                 |                |                       |              |
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Villa Rica Comprehensive Plan Update  
Steering Committee Meeting #2  
June 28, 2023

Sign-In Sheet

Please print clearly.

| NAME            | ORGANIZATION                   | EMAIL ADDRESS                                                                  | TELEPHONE    | INITIAL/SIGN |
|-----------------|--------------------------------|--------------------------------------------------------------------------------|--------------|--------------|
| John Hannabach  | Planning and Zoning Commission | <a href="mailto:Hannjo73@comcast.net">Hannjo73@comcast.net</a>                 | 404-401-5703 |              |
| Amy Brown       | Business Owner                 | <a href="mailto:amy@amybrown.biz">amy@amybrown.biz</a>                         | 678-840-5000 | AB           |
| Carolene B. Cox | Business Owner                 | <a href="mailto:Tosew4u@gmail.com">Tosew4u@gmail.com</a>                       | 678-952-6500 |              |
| Ron Johnson     | Planning and Zoning Admin      | <a href="mailto:rjohnson@villarica.gov">rjohnson@villarica.gov</a>             | 678-840-1238 |              |
| Tom Barber      | City Manager                   | <a href="mailto:tbarber@villarica.gov">tbarber@villarica.gov</a>               | 770-459-7000 |              |
| Chris McElroy   | Special Projects               | <a href="mailto:cmckesmes@villarica.gov">cmckesmes@villarica.gov</a>           | 578 3401257  |              |
| Alisa Royal     | Main Street Manager            | <a href="mailto:adonja@villarica.gov">adonja@villarica.gov</a>                 | 678-840-1110 | AR           |
| David Hladik    | Public                         | <a href="mailto:dhladik@comcast.net">dhladik@comcast.net</a>                   | 404-625-8617 | DL           |
| Haley Bell      | Carol Tomorrow                 | <a href="mailto:haley@carroll-ga.org">haley@carroll-ga.org</a>                 | 770 832 2446 | HB           |
| Chris Small     | Douglas County School System   | <a href="mailto:christopher.Small@DCSSga.org">christopher.Small@DCSSga.org</a> |              | CS           |
| Tom Barber      | VR City Mgr                    |                                                                                |              |              |
|                 |                                |                                                                                |              |              |





Villa Rica Comprehensive Plan Update  
Steering Committee Meeting #3  
July 10, 2023

Sign-In Sheet

Please print clearly.

| NAME             | ORGANIZATION                   | EMAIL ADDRESS                                                                  | TELEPHONE    | INITIAL/SIGN                                                                       |
|------------------|--------------------------------|--------------------------------------------------------------------------------|--------------|------------------------------------------------------------------------------------|
| John Hannabach   | Planning and Zoning Commission | <a href="mailto:Hannjo73@comcast.net">Hannjo73@comcast.net</a>                 | 404-401-5703 |   |
| Amy Brown        | Business Owner                 | <a href="mailto:amy@amybrown.biz">amy@amybrown.biz</a>                         | 678-840-5000 |                                                                                    |
| Carolene B. Cox  | Business Owner                 | <a href="mailto:Tosew4u@gmail.com">Tosew4u@gmail.com</a>                       | 678-952-6500 |                                                                                    |
| Ron Johnson      | Planning and Zoning Admin      | <a href="mailto:rjohnson@villarica.gov">rjohnson@villarica.gov</a>             | 678-840-1238 |   |
| Tom Barber       | City Manager                   | <a href="mailto:tbarber@villarica.gov">tbarber@villarica.gov</a>               | 770-459-7000 |   |
| Chris Montesinos | Special Projects               | <a href="mailto:cmontesinos@villarica.gov">cmontesinos@villarica.gov</a>       | 678-840-1257 |                                                                                    |
| Alisa Doyal      | Main Street Manager            | <a href="mailto:adoyal@villarica.gov">adoyal@villarica.gov</a>                 | 678-840-1440 |   |
| David Hladik     | Public                         | <a href="mailto:dlhladik@comcast.net">dlhladik@comcast.net</a>                 | 404-625-8647 |  |
| Haley Bell       | Carroll Tomorrow               | <a href="mailto:haley@carroll-ga.org">haley@carroll-ga.org</a>                 | 770-832-2446 |                                                                                    |
| Chris Small      | Douglas County School System   | <a href="mailto:Christopher.Small@dcssga.org">Christopher.Small@dcssga.org</a> |              |                                                                                    |
|                  |                                |                                                                                |              |                                                                                    |
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Villa Rica Comprehensive Plan Update  
Steering Committee Meeting #4  
July 25, 2023

Sign-In Sheet

Please print clearly.

| NAME             | ORGANIZATION                   | EMAIL ADDRESS                                                                  | TELEPHONE    | INITIAL/SIGN    |
|------------------|--------------------------------|--------------------------------------------------------------------------------|--------------|-----------------|
| John Hannabach   | Planning and Zoning Commission | <a href="mailto:Hannjo73@comcast.net">Hannjo73@comcast.net</a>                 | 404-401-5703 | <i>John</i>     |
| Amy Brown        | Business Owner                 | <a href="mailto:amy@amybrown.biz">amy@amybrown.biz</a>                         | 678-840-5000 | <i>Amy</i>      |
| Carolene B. Cox  | Business Owner                 | <a href="mailto:Tosew4u@gmail.com">Tosew4u@gmail.com</a>                       | 678-952-6500 | <i>Carolene</i> |
| Ron Johnson      | Planning and Zoning Admin      | <a href="mailto:rjohnson@villarica.gov">rjohnson@villarica.gov</a>             | 678-840-1238 | <i>Ron</i>      |
| Tom Barber       | City Manager                   | <a href="mailto:tbarber@villarica.gov">tbarber@villarica.gov</a>               | 770-459-7000 | <i>Tom</i>      |
| Chris Montesinos | Special Projects               | <a href="mailto:cmontesinos@villarica.gov">cmontesinos@villarica.gov</a>       | 678-840-1257 |                 |
| Alisa Doyal      | Main Street Manager            | <a href="mailto:adoyal@villarica.gov">adoyal@villarica.gov</a>                 | 678-840-1440 |                 |
| David Hladik     | Public                         | <a href="mailto:dlhladik@comcast.net">dlhladik@comcast.net</a>                 | 404-625-8647 |                 |
| Haley Bell       | Carroll Tomorrow               | <a href="mailto:haley@carroll-ga.org">haley@carroll-ga.org</a>                 | 770-832-2446 |                 |
| Chris Small      | Douglas County School System   | <a href="mailto:Christopher.Small@dcssga.org">Christopher.Small@dcssga.org</a> |              |                 |
| Matthew Montakka | Villa Rica City Council        | <a href="mailto:mmontakka@villarica.gov">mmontakka@villarica.gov</a>           | 404-989-3902 | <i>MM</i>       |
| Michelle Simms   | Douglas County School System   | <a href="mailto:michelle.simms@dcssga.org">michelle.simms@dcssga.org</a>       | 404-480-3421 |                 |



## SWOT Discussion

### Strengths

- I-20, is why we exist. Also why there's so much housing interest.
- Schools are a strength.
  - Lots of Douglas County students go to Carroll County schools.
- Thriving downtown.

### Weaknesses

- Not much housing available in city limits
- Do not have industrial space, office space, or residential opportunities.
- Developers are sitting on land and waiting. Currently there's demand to develop, but financing is unaffordable, construction loans are very high. The city went 9 years without issuing a building permit at one point.
- What's being built is not really what's being desired.
- Nowhere for a college grad to go for housing.
- Teachers have limited places to live, housing/rent prices are even unaffordable for new doctors.
- No 2 bedroom apartments for rent to help people split rent. Or, rents are so high, splitting rent is quite unaffordable (e.g. \$1,800 apartment is still \$900 a month per roommate)
- Business licenses don't get renewed but businesses are still operating; limited enforcement, can create missed revenue.
- A lot of codes are somewhat generic. Laws need to be clear, have one understanding w/out gray area. The city is currently going through ordinances to correct/clarify generic codes.
- No gateway or wayfinding signage. Current comp plan had need for community gateway character areas coming off of the highway.
- Limited transportation for seniors, especially those outside of Carroll Connection service area, such as Mirror Lake.

### Opportunities

- Implementation of all the plans they've done. Alleyway plan, recreation, transportation, Gold Nugget trail.
- Trails are an opportunity
- Beautification of public properties, primarily along roadways. For example, Hwy 61 is in deep need of it.
- Gateway signs (they're in the planning phase).
- Dog parks and neighborhood pocket parks, including passive parks. It has been noted that people go to Bicentennial Park every day to eat and sit and relax. Even though it's passive greenspace and has nothing recreational at all, it is an opportunity to create more of these parks for residents.

### Threats:

- Community comments often reflect a fear of "Douglassville coming here." Some underlying factors include concern about how rapid growth was there, how the growth has been very auto dominated



## **Villa Rica Comprehensive Plan Update SWOT Analysis 2023**

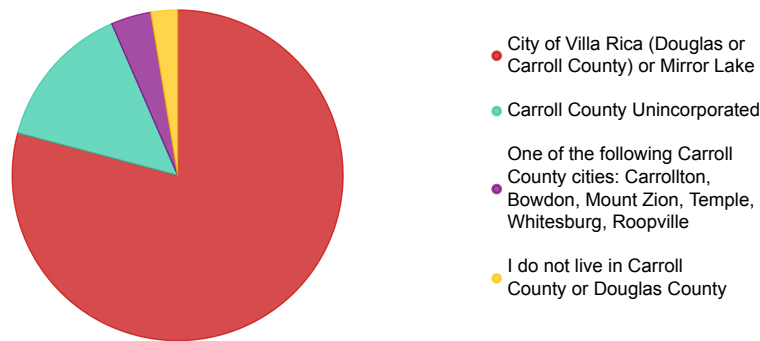
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and how the development and signage are not visually appealing, lacks landscaping, and gets littered. This situation can create an opportunity for VR to ensure comp plan and codes are in place to guide city away toward the type of growth wanted.

- Speed limit on 61.
- Temporary signs allowed over the weekend can create issues with appearance and enforcement.

Villa Rica Comprehensive Plan 2023 Update - Community Survey

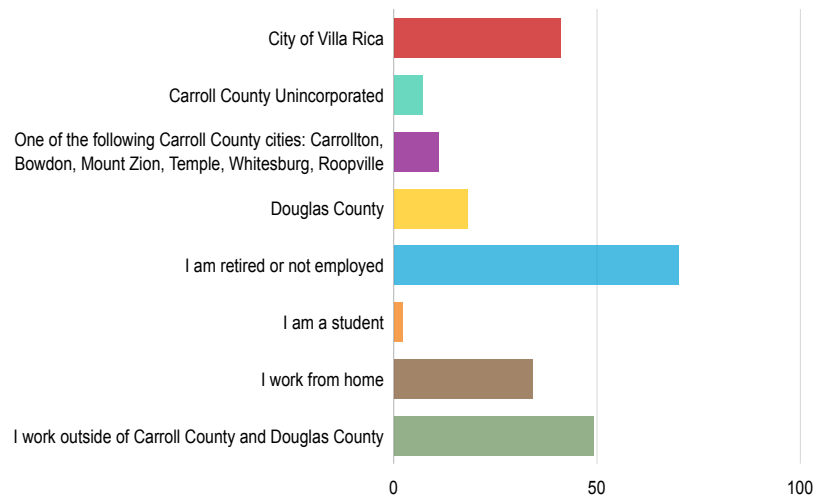
Where do you live?



| Answers                                                                                                   | Count | Percentage |
|-----------------------------------------------------------------------------------------------------------|-------|------------|
| City of Villa Rica (Douglas or Carroll County) or Mirror Lake                                             | 182   | 78.11%     |
| Carroll County Unincorporated                                                                             | 33    | 14.16%     |
| One of the following Carroll County cities: Carrollton, Bowdon, Mount Zion, Temple, Whitesburg, Roopville | 9     | 3.86%      |
| I do not live in Carroll County or Douglas County                                                         | 6     | 2.58%      |

Answered: 230 Skipped: 3

Where do you work?

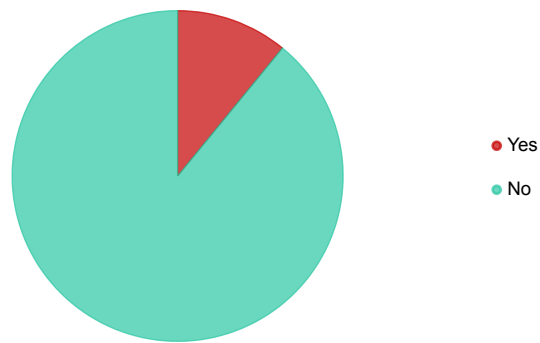


| Answers                       | Count | Percentage |
|-------------------------------|-------|------------|
| City of Villa Rica            | 41    | 17.6%      |
| Carroll County Unincorporated | 7     | 3%         |

|                                                                                                           |    |        |
|-----------------------------------------------------------------------------------------------------------|----|--------|
| One of the following Carroll County cities: Carrollton, Bowdon, Mount Zion, Temple, Whitesburg, Roopville | 11 | 4.72%  |
| Douglas County                                                                                            | 18 | 7.73%  |
| I am retired or not employed                                                                              | 70 | 30.04% |
| I am a student                                                                                            | 2  | 0.86%  |
| I work from home                                                                                          | 34 | 14.59% |
| I work outside of Carroll County and Douglas County                                                       | 49 | 21.03% |

Answered: 232 Skipped: 1

Are you a military veteran?

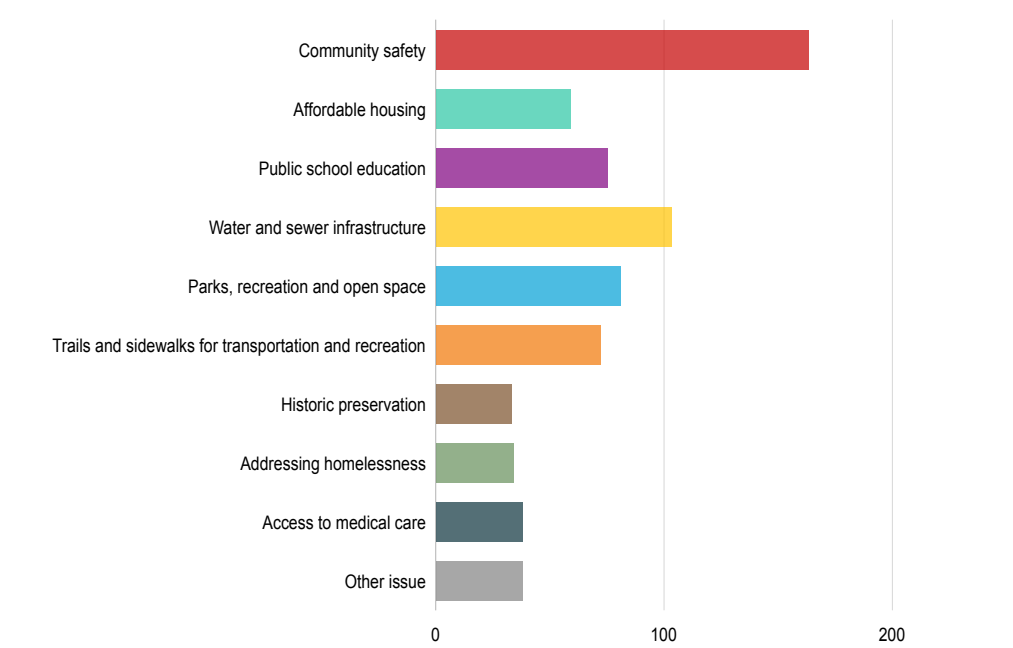


| Answers | Count | Percentage |
|---------|-------|------------|
| Yes     | 25    | 10.73%     |
| No      | 204   | 87.55%     |

Answered: 229 Skipped: 4

Which three (3) issues are most important to you in Villa Rica?

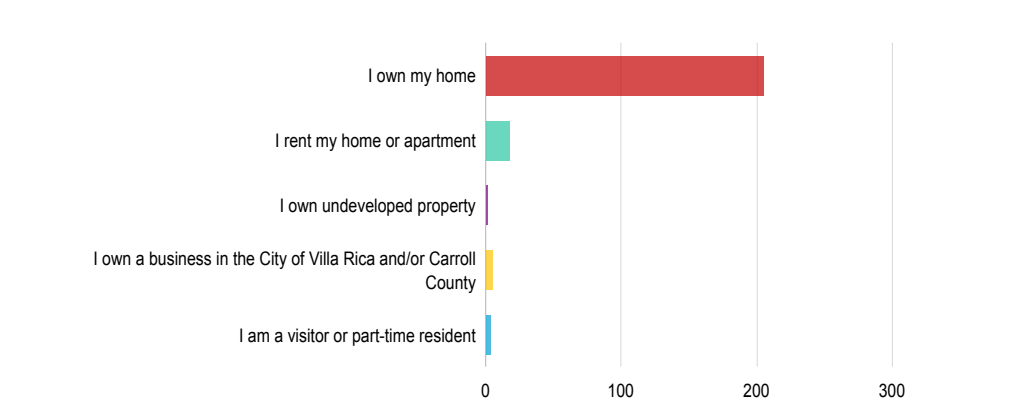




| Answers                                                | Count | Percentage |
|--------------------------------------------------------|-------|------------|
| Community safety                                       | 163   | 69.96%     |
| Affordable housing                                     | 59    | 25.32%     |
| Public school education                                | 75    | 32.19%     |
| Water and sewer infrastructure                         | 103   | 44.21%     |
| Parks, recreation and open space                       | 81    | 34.76%     |
| Trails and sidewalks for transportation and recreation | 72    | 30.9%      |
| Historic preservation                                  | 33    | 14.16%     |
| Addressing homelessness                                | 34    | 14.59%     |
| Access to medical care                                 | 38    | 16.31%     |
| Other issue                                            | 38    | 16.31%     |

Answered: 232 Skipped: 1

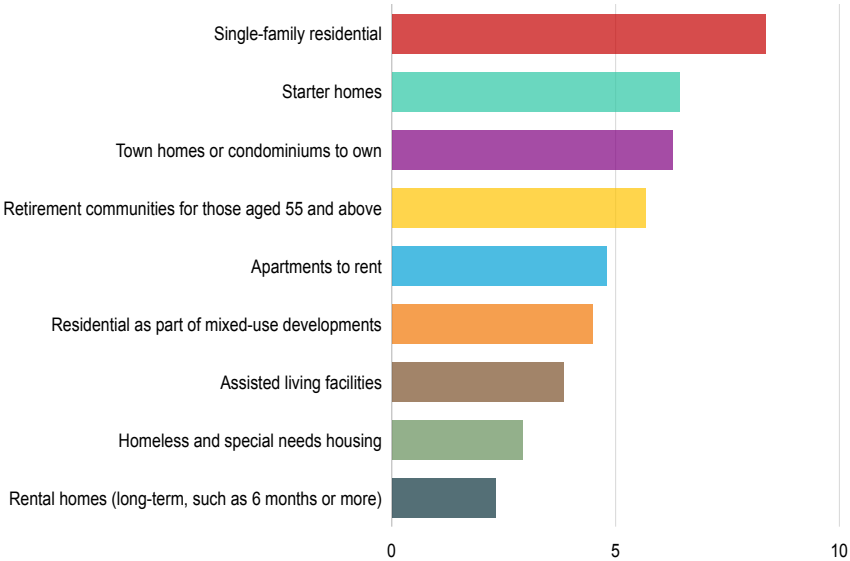
Which of the following best describes your current status?



| Answers                                                          | Count | Percentage |
|------------------------------------------------------------------|-------|------------|
| I own my home                                                    | 205   | 87.98%     |
| I rent my home or apartment                                      | 17    | 7.3%       |
| I own undeveloped property                                       | 1     | 0.43%      |
| I own a business in the City of Villa Rica and/or Carroll County | 5     | 2.15%      |
| I am a visitor or part-time resident                             | 3     | 1.29%      |

Answered: 231 Skipped: 2

Please rank the types of housing you think Villa Rica needs the most.



| Rank | Answers                                            | 1             | 2            | 3            | 4            | 5            | 6            | Average score       |
|------|----------------------------------------------------|---------------|--------------|--------------|--------------|--------------|--------------|---------------------|
| 1    | Single-family residential                          | 59.38%<br>133 | 29.46%<br>66 | 4.91%<br>11  | 3.57%<br>8   | 0%<br>0      | 0.89%<br>2   | 8.33<br>2           |
| 2    | Starter homes                                      | 11.61%<br>26  | 19.64%<br>44 | 7.59%<br>17  | 34.82%<br>78 | 17.41%<br>39 | 5.8%<br>13   | 6.42                |
| 3    | Town homes or condominiums to own                  | 3.57%<br>8    | 30.8%<br>69  | 25.89%<br>58 | 12.95%<br>29 | 6.7%<br>15   | 6.25%<br>14  | 6.7%<br>6.27<br>15  |
| 4    | Retirement communities for those aged 55 and above | 9.82%<br>22   | 8.04%<br>18  | 14.29%<br>32 | 8.48%<br>19  | 39.29%<br>88 | 11.16%<br>25 | 5.66                |
| 5    | Apartments to rent                                 | 0.89%<br>2    | 1.34%<br>3   | 27.23%<br>61 | 22.32%<br>50 | 9.82%<br>22  | 6.7%<br>15   | 8.04%<br>4.78<br>18 |
| 6    | Residential as part of mixed-use developments      | 8.48%<br>1    | 5.36%<br>1   | 3.57%<br>1   | 4.91%<br>1   | 8.48%<br>1   | 43.75%<br>1  | 4.48                |

Answered: 224 Skipped: 9

What improvements to housing would you like to see in your community?



<https://survey123.arcgis.com/surveys/e21fce4d219145dfba6303f10616922a/analyze?position=0>.our local natural resources are

|                                                                                                                                                                                                                               |   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| The need for single family homes with community environments is gravely missing from the city. We continue to see apartment style living increasing which appears to overlook or deflect the need or desire of homeownership. | 1 |
| The consideration of others who already live in the city of villa rica                                                                                                                                                        | 1 |
| The community is very cluttered and is continually growing. Better roads are needed.                                                                                                                                          | 1 |
| Stopping trying to turn Villa Rica into a big city. Persevere the reason why people stay and move to Villa Rica.                                                                                                              | 1 |
| Stop!                                                                                                                                                                                                                         | 1 |
| STOP with the apartments and cheap housing!!!                                                                                                                                                                                 | 1 |
| Stop the transient apts                                                                                                                                                                                                       | 1 |
| Stop tearing down buildings and older homes and repurpose them                                                                                                                                                                | 1 |
| Stop encouraging and approving the multiple apartments being built as its only going to overpopulate our community more and bring far more crime to what use to be a small and inviting town.                                 | 1 |
| Stop building! The schools are overcrowded as it is. Where will these kids go to school? The traffic is terrible already around town.                                                                                         | 1 |
| Stop building the apartments, and townhouses! We do not have The infrastructure to handle it. We do not want to be like Douglasville and Dallas!                                                                              | 1 |
| Stop building single family attached rentals but specifically rental properties                                                                                                                                               | 1 |
| Stop bringing in low end housing and development. Promote growth by bringing in mid-to-higher end homes and retail/dining.                                                                                                    | 1 |
| Stop allowing apartments and townhouses, car washes and Dollar Generals.                                                                                                                                                      | 1 |
| Stop all of the rental construction                                                                                                                                                                                           | 1 |
| Smaller, more affordable, family and couple homes on smaller land lots, not on agricultural land.                                                                                                                             | 1 |
| Smaller homes.                                                                                                                                                                                                                | 1 |
| slow the building of homes . too much building too fast. roads not sufficient to handle the excess building                                                                                                                   | 1 |
| single family unattached                                                                                                                                                                                                      | 1 |
| Single family homes \$300k+                                                                                                                                                                                                   | 1 |
| Sidewalks, walking trails. Restrictions and on destroying natural habitats just to build new stuff. See Hilton Head Island for an example.                                                                                    | 1 |
| Save Homes on Darden Street                                                                                                                                                                                                   | 1 |
| Safety                                                                                                                                                                                                                        | 1 |
| Safer communities                                                                                                                                                                                                             | 1 |
| Roads and infrastructure                                                                                                                                                                                                      | 1 |
| Remember what low income people earn                                                                                                                                                                                          | 1 |
| Regulation of city code ordinances and HOA covenants                                                                                                                                                                          | 1 |
| Quit building rental housing! Quit allowing developers to clear cut land to build subdivision for rental and then not maintain the development                                                                                | 1 |
| Quality homes that allows current homeowners to retain their property value                                                                                                                                                   | 1 |
| Preserve the "country feel". Slow down the growth                                                                                                                                                                             | 1 |

|                                                                                                                                                                                                                                                               |   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Possibly a Shelter or income based housing                                                                                                                                                                                                                    | 1 |
| Paving roads with multiple houses off of them.                                                                                                                                                                                                                | 1 |
| Over 55 communities. Affordable housing for poor. Emergency shelter for homeless.                                                                                                                                                                             | 1 |
| None! Don't need anymore building!                                                                                                                                                                                                                            | 1 |
| None                                                                                                                                                                                                                                                          | 1 |
| No more rentals. I could not prioritize this to the bottom                                                                                                                                                                                                    | 1 |
| No more multifamily developments. The infrastructure cannot handle the load. Traffic is a nightmare already...                                                                                                                                                | 1 |
| NO more APARTMENTS! VR is a fast growing young community, you have approved enough retirement communities! We need affordable single family homes, starter homes for these young families that want to come to the suburbs to raise families outside Atlanta. | 1 |
| No apartments                                                                                                                                                                                                                                                 | 1 |
| Neighborhoods that are new do not look up to code with basketball goals and truck cabs are on the street preventing traffic from flowing.                                                                                                                     | 1 |
| Need housing where the younger people can have a chance to become home owners so that they won't have to just pay rent at 2000 dollars or more.                                                                                                               | 1 |
| Neat, well kept homes and yards downtown Villa Rica                                                                                                                                                                                                           | 1 |
| N/a                                                                                                                                                                                                                                                           | 1 |
| More upscale single family homes, larger lots                                                                                                                                                                                                                 | 1 |
| More trees and greenspace between homes                                                                                                                                                                                                                       | 1 |
| More street lights!, HOA                                                                                                                                                                                                                                      | 1 |
| More single family residential less apartments the roads cannot handle the amount of traffic now                                                                                                                                                              | 1 |
| More single family residences                                                                                                                                                                                                                                 | 1 |
| More Single Family Housing                                                                                                                                                                                                                                    | 1 |
| More single family homes on more than 2 acres, less apartments                                                                                                                                                                                                | 1 |
| More sidewalks!                                                                                                                                                                                                                                               | 1 |
| More sidewalks and connectivity between neighborhoods; better water quality in Douglas County area of M L                                                                                                                                                     | 1 |
| More pedestrian paths that connect residential to business                                                                                                                                                                                                    | 1 |
| More low cost housing and assisting the homeless.                                                                                                                                                                                                             | 1 |
| More local investments (mainly groups from GA) in housing instead of out of state investors.                                                                                                                                                                  | 1 |
| More housing options for people with disabilities                                                                                                                                                                                                             | 1 |
| More houses less apartments                                                                                                                                                                                                                                   | 1 |
| More flexibility in required lot size and square footage for smaller more affordable housing                                                                                                                                                                  | 1 |
| More emphasis on home ownership as opposed to low income housing                                                                                                                                                                                              | 1 |
| More affordable housing but not increased section 8 housing.                                                                                                                                                                                                  | 1 |
| Moratorium on new residential development until water and sewer needs are met Additional traffic is unwanted.                                                                                                                                                 | 1 |

|                                                                                                                                                                                                                                |   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Mixed-use residential is essential to getting the most revenue per square mile. It is also a necessary component of having a thriving and vibrant town center.                                                                 | 1 |
| mixed use development! this is the only way to long term sustainability!                                                                                                                                                       | 1 |
| Minimum lot requirements of 1 acre per house                                                                                                                                                                                   | 1 |
| Mandated rent limits and better legal protection for tenants.                                                                                                                                                                  | 1 |
| Maintained Dog Park and more mixed trash receptacles                                                                                                                                                                           | 1 |
| less rentals                                                                                                                                                                                                                   | 1 |
| less rental homes. renters are not invested in keeping homes nice.                                                                                                                                                             | 1 |
| Less of it. Stop destroying the city and county with horrible cheap subdivisions and apartments.                                                                                                                               | 1 |
| Less niche housing and more affordable housing, or starter homes for all ages.                                                                                                                                                 | 1 |
| Less housing more trees.                                                                                                                                                                                                       | 1 |
| Less growth                                                                                                                                                                                                                    | 1 |
| Less developments, at least until infrastructure to accommodate it is addressed. For every development there should be a mandatory commitment to preserving 1-2x the same acreage in greenspace in town.                       | 1 |
| Less development so traffic will decrease and stores and businesses will be more accessible.                                                                                                                                   | 1 |
| Less apartments. Traffic is already a nightmare on Liberty Rd and Conners road will be just as bad with the 100s of new houses! Please stop all the new housing projects!                                                      | 1 |
| Less apartments more single family homes                                                                                                                                                                                       | 1 |
| Less apartments                                                                                                                                                                                                                | 1 |
| Leave it alone                                                                                                                                                                                                                 | 1 |
| landscaping, traffic, and maintenance controls                                                                                                                                                                                 | 1 |
| Keeping Nice housing and only adding nice housing that is well landscaped.                                                                                                                                                     | 1 |
| Increased supply of single family that fits the median income of the residents here.                                                                                                                                           | 1 |
| Improvement in affordability. There is currently a crisis that is not being acknowledged                                                                                                                                       | 1 |
| Improved streets, right of way, and traffic flow                                                                                                                                                                               | 1 |
| If they are rentals they need to be owned by persons not corporations.                                                                                                                                                         | 1 |
| I'd like to see more sidewalks                                                                                                                                                                                                 | 1 |
| I'm not wild about the increase in rental property...focus on ownership                                                                                                                                                        | 1 |
| I would love to see us stop building these apts and townhomes on every open field. These schools are so overpopulated it's insane. What's the plan for the high school? Just keep building onto it? Makes absolutely no sense. | 1 |
| I would love to see some of the blighted areas reinvigorated. Would community grants for improvements in specific neighborhoods be an option?                                                                                  | 1 |
| I would like to see more affordable housing and townhomes.                                                                                                                                                                     | 1 |
| I would like to see LESS development of residential homes. We have already outgrown our abilities to provide water/sewer and schools. Transportation is bad and getting worse.                                                 | 1 |
| I would like to see ALL abandoned homes/businesses taken down and rebuilt. ALL abandoned properties need to be cleaned up. Our roads need to be fixed.                                                                         | 1 |

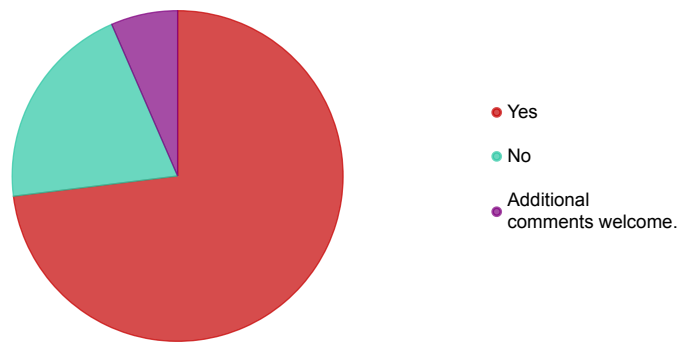


|                                                                                                                                                                                                                                                                |   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| I consider home ownership the optimal way to preserve the quality of our residential areas. Rental homes are not cared for and reduce the property value and safety aspects of our communities.                                                                | 1 |
| Hoa subdivision                                                                                                                                                                                                                                                | 1 |
| higher density mixed use housing in and around the downtown core                                                                                                                                                                                               | 1 |
| Higher Density & mixed use                                                                                                                                                                                                                                     | 1 |
| Get the low cost housing OUT!                                                                                                                                                                                                                                  | 1 |
| Fix up the communities we have, stop building pointless restaurants and hotels                                                                                                                                                                                 | 1 |
| Fewer apartments and housing projects.                                                                                                                                                                                                                         | 1 |
| Fewer apartments                                                                                                                                                                                                                                               | 1 |
| Family owned communities                                                                                                                                                                                                                                       | 1 |
| Ensure resources like water are plentiful and planned for before adding more residency in our community. By driving population increase in VR to generate tax revenue without proper planning for our future needs. There has been too much kicking the can.   | 1 |
| Enforce codes! There are 3 houses in our n'hood that always look like landfills. We can't undo what's happening, but all of the apartments and growth, has us now on track to move away in 5-10 years, where as before, this was going to be our forever home! | 1 |
| Enforce clean up of yard and cutting grass                                                                                                                                                                                                                     | 1 |
| Emphasis on more density less urban sprawl to help with reducing overall city upkeep in addition to making things more walkable.                                                                                                                               | 1 |
| Eliminate derelict homes                                                                                                                                                                                                                                       | 1 |
| Drainage problem                                                                                                                                                                                                                                               | 1 |
| Do away with the Spanish theme in this town demolish old run down structure or at least renovate them don't build to many apartments that will cause to much traffic congestion                                                                                | 1 |
| Did not work try again                                                                                                                                                                                                                                         | 1 |
| Development of medium to high end housing and consideration for how it impacts other services                                                                                                                                                                  | 1 |
| Development closer to city center. Less spreading                                                                                                                                                                                                              | 1 |
| Community Care                                                                                                                                                                                                                                                 | 1 |
| Cleanup/updating business and lots on hwy 61!!!                                                                                                                                                                                                                | 1 |
| City needs affordable homes for people that want to own, but can't afford a palace in Mirror Lake.                                                                                                                                                             | 1 |
| Cease constructing new apartment buildings.                                                                                                                                                                                                                    | 1 |
| Bike path on streets                                                                                                                                                                                                                                           | 1 |
| Better Street Lights, More entries and exits                                                                                                                                                                                                                   | 1 |
| Better quality of water and plenty of it!                                                                                                                                                                                                                      | 1 |
| Better Maintenance and more community activities                                                                                                                                                                                                               | 1 |
| Better housing options for singles that aren't 55 years old yet                                                                                                                                                                                                | 1 |
| Basic housing with space. Not everything needs to look luxurious.                                                                                                                                                                                              | 1 |
| Affordable housing.                                                                                                                                                                                                                                            | 1 |
| Affordable housing or grants to improve homes in Villa Rica                                                                                                                                                                                                    | 1 |

|                                                                                                                       |   |
|-----------------------------------------------------------------------------------------------------------------------|---|
| Affordable 55+ apartment/complex                                                                                      | 1 |
| Affordable 55+ and assistance living facilities. Water availability cannot sustain single family and apartment homes. | 1 |
| Affordability                                                                                                         | 1 |
| Actually I would prefer to see less development in this area.                                                         | 1 |
| 55+ home communities                                                                                                  | 1 |
| 55 and older                                                                                                          | 1 |

Answered: 150 Skipped: 83

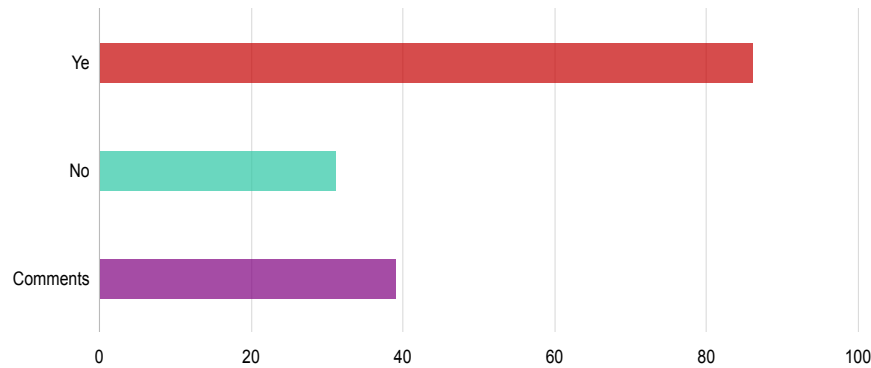
Are you able to meet your medical needs locally?



| Answers                      | Count | Percentage |
|------------------------------|-------|------------|
| Yes                          | 168   | 72.1%      |
| No                           | 47    | 20.17%     |
| Additional comments welcome. | 15    | 6.44%      |

Answered: 230 Skipped: 3

If you have school-age children, you are zoned for a specific elementary, middle and high...

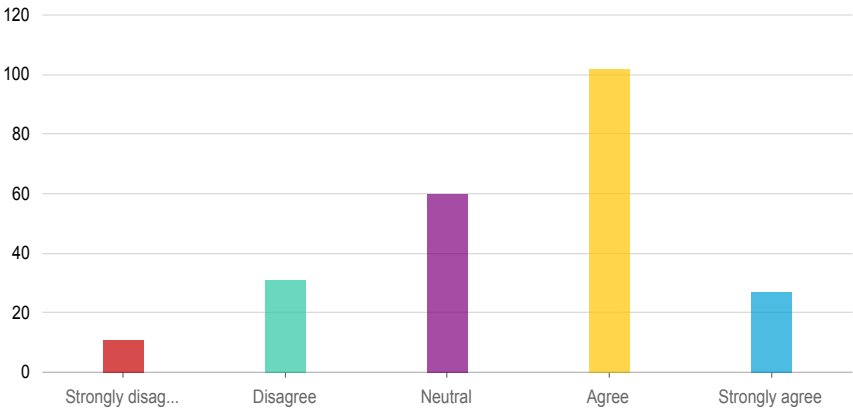


| Answers | Count | Percentage |
|---------|-------|------------|
| Yes     | 86    | 36.91%     |

|          |    |        |
|----------|----|--------|
| No       | 31 | 13.3%  |
| Comments | 39 | 16.74% |

Answered: 139 Skipped: 94

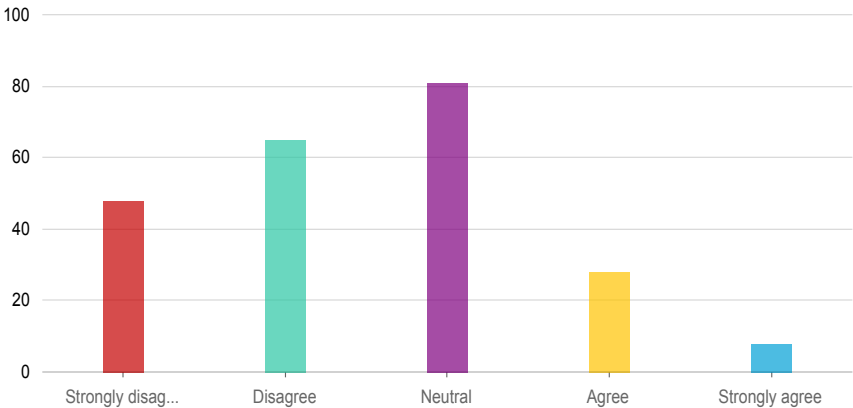
I can live affordably in Villa Rica.



| Answers           | Count | Percentage |
|-------------------|-------|------------|
| Strongly disagree | 11    | 4.72%      |
| Disagree          | 31    | 13.3%      |
| Neutral           | 60    | 25.75%     |
| Agree             | 102   | 43.78%     |
| Strongly agree    | 27    | 11.59%     |

Answered: 231 Skipped: 2

Our local natural resources are being preserved for a healthy environment and futu...

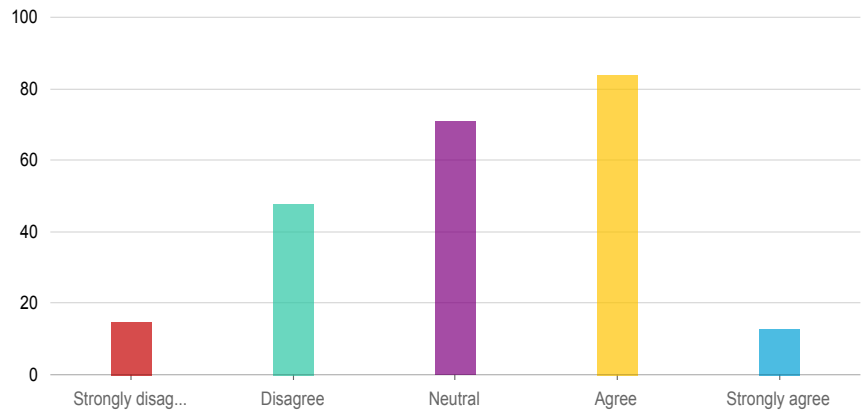


| Answers           | Count | Percentage |
|-------------------|-------|------------|
| Strongly disagree | 48    | 20.6%      |
| Disagree          | 65    | 27.9%      |
| Neutral           | 81    | 34.76%     |
| Agree             | 28    | 12.02%     |

|                |   |       |
|----------------|---|-------|
| Strongly agree | 8 | 3.43% |
|----------------|---|-------|

Answered: 230 Skipped: 3

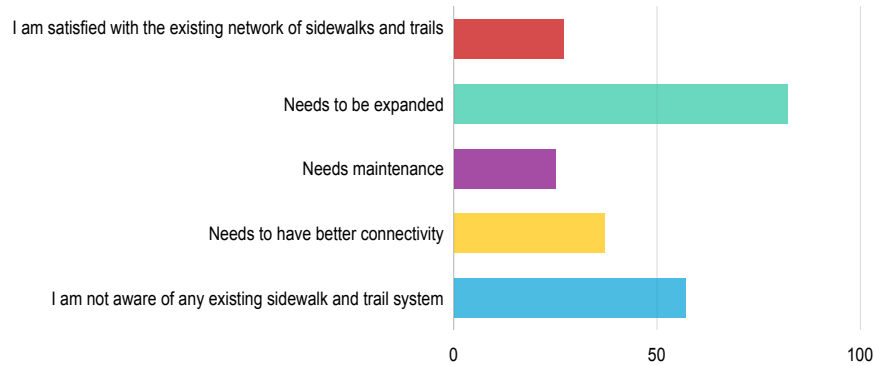
I am able to live a healthy lifestyle in Villa Rica.



| Answers           | Count | Percentage |
|-------------------|-------|------------|
| Strongly disagree | 15    | 6.44%      |
| Disagree          | 48    | 20.6%      |
| Neutral           | 71    | 30.47%     |
| Agree             | 84    | 36.05%     |
| Strongly agree    | 13    | 5.58%      |

Answered: 231 Skipped: 2

Which statement best describes your opinion about the existing sidewalk and trail...



| Answers                                                          | Count | Percentage |
|------------------------------------------------------------------|-------|------------|
| I am satisfied with the existing network of sidewalks and trails | 27    | 11.59%     |
| Needs to be expanded                                             | 82    | 35.19%     |
| Needs maintenance                                                | 25    | 10.73%     |
| Needs to have better connectivity                                | 37    | 15.88%     |
| I am not aware of any existing sidewalk and trail system         | 57    | 24.46%     |

[illegible]

| Response                                                                                                                                                                                                    | Count |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Yes                                                                                                                                                                                                         | 25    |
| No                                                                                                                                                                                                          | 3     |
| Yes. But increased traffic is concerning. Without different routes or road upgrades, traffic will soon be a night mare for residents and potentially a deterrent for resident retention.                    | 1     |
| Yes. Roundabouts help greatly. Plan for more roundabouts to help with traffic.                                                                                                                              | 1     |
| Yes, very well with no issues. (Even coming from mirror lake)                                                                                                                                               | 1     |
| Yes, no public transportation                                                                                                                                                                               | 1     |
| Yes, no buses are needed                                                                                                                                                                                    | 1     |
| Yes, it's sufficient outside the wait times from the railroads.                                                                                                                                             | 1     |
| Yes, it is fine                                                                                                                                                                                             | 1     |
| Yes, I have my own transportation so it's not a problem                                                                                                                                                     | 1     |
| Yes, I drive where I need to go. I can't safely walk in my neighborhood.                                                                                                                                    | 1     |
| Yes, I am. I was born here and know the backroads. The bypass will take most of the large trucks out of do wntown.                                                                                          | 1     |
| Yes, driving only.                                                                                                                                                                                          | 1     |
| Yes, but only by car. Would be nice to be able to walk or travel by bike.                                                                                                                                   | 1     |
| Yes it is easy and accessible to get to places I need to go                                                                                                                                                 | 1     |
| Yes I don't drive but always have transportation.                                                                                                                                                           | 1     |
| Yes I can easily connect to places.                                                                                                                                                                         | 1     |
| Yes I able to connect                                                                                                                                                                                       | 1     |
| yes except for truck traffic                                                                                                                                                                                | 1     |
| yes able to connect                                                                                                                                                                                         | 1     |
| Wouldn't it be nice to have more public transportation? Safer sidewalks would also be great                                                                                                                 | 1     |
| Worst! Traffic! Ever! I pray every time I leave my street (Towne Creek Dr). Roundabouts are for considerate drivers, they do not work here because we have rude egomaniacal drivers! Bring back red lights! | 1     |

|                                                                                                                                                                                                                                                                 |   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Without a car can't go anywhere really.                                                                                                                                                                                                                         | 1 |
| With my own vehicle.                                                                                                                                                                                                                                            | 1 |
| With a car I am able.                                                                                                                                                                                                                                           | 1 |
| We'll never be able to build enough roads to keep up with the expected growth. We need more options that get at least local traffic out of their cars. More sidewalks, bike / cart paths and maybe a shuttle van or bus service.                                | 1 |
| We need increased access to public transportation and more roads due to congestion.                                                                                                                                                                             | 1 |
| We do not need a transportation system in VR.                                                                                                                                                                                                                   | 1 |
| VR needs more bicycle and pedestrian lanes. Old Town Road is narrow and dangerous and should be converted to 1-way between Dallas Hwy and Rockmart Road.                                                                                                        | 1 |
| Villa Rica is an overly car dependant city. Having multi-use paths and separated bike lanes (along side mixed-use development and the expansion of downtown) would significantly reduce traffic and increase public health.                                     | 1 |
| Villa Rica is a rural community. Public all access transportation will bring issues to our town that would strain our infrastructure or even overcome our safety services at times. Historically raising crime rates.                                           | 1 |
| Transportation would help if the Huge tractor trailer TRUCKS it's a mess to wait on the railroad and the huge trucks. When that will ever happen???                                                                                                             | 1 |
| Transportation would be better if you didn't have to fight with golf carts clogging up every road near Mirror Lake.                                                                                                                                             | 1 |
| Transportation services are available                                                                                                                                                                                                                           | 1 |
| Traffic is starting to get very congested                                                                                                                                                                                                                       | 1 |
| Traffic is getting worse. It needs to be addressed before the 100s of new houses are built.                                                                                                                                                                     | 1 |
| Traffic is getting very congested especially Mirror Lake Blvd. Expansion and growth in the area is making the congestion worse and planning to allow large truck traffic on Mirror Lake Blvd will make traffic even worse.                                      | 1 |
| traffic is becoming an issue, with all the developments and new housing, the streets are not being improved for the amount of cars.                                                                                                                             | 1 |
| Traffic is awful                                                                                                                                                                                                                                                | 1 |
| Traffic infrastructure is bad. Also where are the trails and sidewalks that we can walk on???                                                                                                                                                                   | 1 |
| Traffic has started to be a bit much, but overall (so long as there's controlled growth), things haven't gotten too bad.                                                                                                                                        | 1 |
| Traffic has increased over the past years making it more difficult to get around. Streets have had the same potholes that were there 10 years ago in some places. I do not need public transportation.                                                          | 1 |
| Traffic getting worse                                                                                                                                                                                                                                           | 1 |
| traffic controls and trucks are real problems on several main arteries of roads                                                                                                                                                                                 | 1 |
| Traffic can be heavy at times with so many routes cutting through the city.                                                                                                                                                                                     | 1 |
| traffic becoming a problem on Pumpkintown Rd to 61 to Stockmar area.                                                                                                                                                                                            | 1 |
| Too much train blockage and traffic is getting worse                                                                                                                                                                                                            | 1 |
| Too many poorly constructed roads. Pot holes get patched, last for three months and need additional repair. Round-abouts are popping up everywhere and the smaller ones are extremely hazardous. OTR 18-wheeler s are all over the place - hazardous/congestion | 1 |
| There isn't enough of public transportation in Villa Rica                                                                                                                                                                                                       | 1 |



|                                                                                                                                                                                                                                                                 |   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| There is too much car dependency, there should be trolley replica battery electric shuttle buses. Connections are good.                                                                                                                                         | 1 |
| There is no transportation system in VR                                                                                                                                                                                                                         | 1 |
| There is no public transportation that I am aware of.                                                                                                                                                                                                           | 1 |
| There are several choke points in the area where it could be improved with stop lights or more round-a-bouts                                                                                                                                                    | 1 |
| The traffic is becoming too congested. These new developments and proposed truck routes are not acceptable.                                                                                                                                                     | 1 |
| The round-about at Punkintown helped with traffic. The one at 3-way (Industrial) will help. But the added truck stop will cause more traffic, crime & trucks tearing up a frequently driven hwy. Make roads better, then stop, don't add to make it worse again | 1 |
| The 61 Corridor needs to be more walkable                                                                                                                                                                                                                       | 1 |
| Stop the trains from stopping on the tracks constantly and blocking roads!!!                                                                                                                                                                                    | 1 |
| Sidewalks and bike paths are needed                                                                                                                                                                                                                             | 1 |
| Seniors need better transportation                                                                                                                                                                                                                              | 1 |
| roads expansion . not necessarily public transportation                                                                                                                                                                                                         | 1 |
| Road improvements are needed                                                                                                                                                                                                                                    | 1 |
| Public transportation needs to be expanded or added in Villa Rica. Everybody doesn't have a car.                                                                                                                                                                | 1 |
| Public transportation is needed for those who don't drive or have a car. People are walking in the roads or in the overgrown side because of inadequate sidewalks.                                                                                              | 1 |
| Progress being made. Do NOT want more trucking in the area. No truck stops.                                                                                                                                                                                     | 1 |
| Poor planning                                                                                                                                                                                                                                                   | 1 |
| Overpopulation has greatly affected my travel time.                                                                                                                                                                                                             | 1 |
| Not with the trucks and train issues. Traffic is not under control.                                                                                                                                                                                             | 1 |
| Not anymore                                                                                                                                                                                                                                                     | 1 |
| Nope. Would like to walk downtown safely, across the tracks, across the street, etc.                                                                                                                                                                            | 1 |
| non-motorized transport is difficult with the lack of bike lanes and connectivity                                                                                                                                                                               | 1 |
| Nonexistent                                                                                                                                                                                                                                                     | 1 |
| None I know of except autos. Golf cart trails would be a good improvement                                                                                                                                                                                       | 1 |
| None Available                                                                                                                                                                                                                                                  | 1 |
| No. We need more connections, less trucks, roads improved, roads or sidewalks that golf carts can travel and to keep them clean, landscaped, and cross walk lights for cross walk intersections.                                                                | 1 |
| No, the traffic and accessibility make it hard to get anywhere in a timely manner                                                                                                                                                                               | 1 |
| No we need Taxis. We do not need a transit bus system nor a train system. We just need to be able to call a taxi and move around if needed the elderly needs more medical bus transportation to get them to and from doctor appointments and to the hospital    | 1 |
| No to much traffic                                                                                                                                                                                                                                              | 1 |
| No public transport's available                                                                                                                                                                                                                                 | 1 |
| NO public transportation is needed!!!                                                                                                                                                                                                                           | 1 |

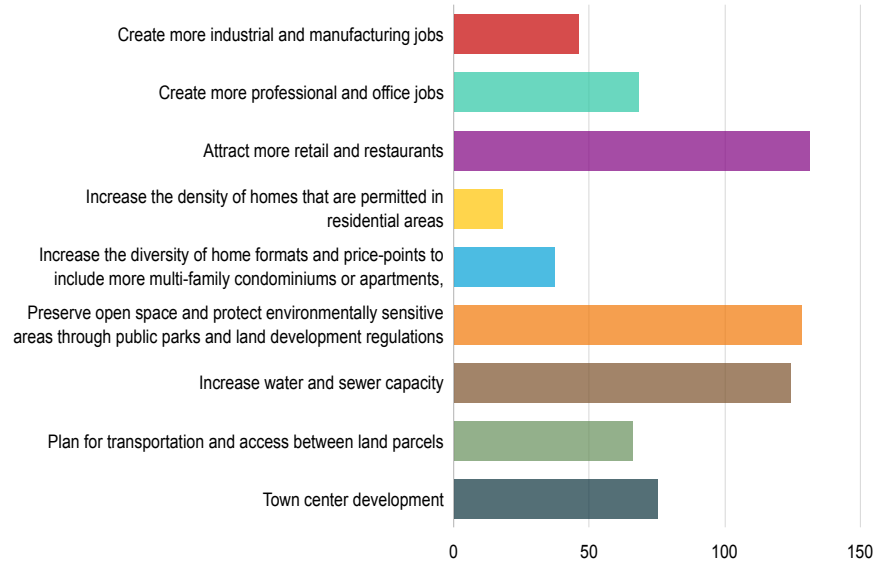
|                                                                                                                                                                                                                                 |   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| No feelings                                                                                                                                                                                                                     | 1 |
| No - need bike/ped/PTV trails throughout the city                                                                                                                                                                               | 1 |
| Needs transit to ATL Airport to to Douglasville transport hub to connect to transit.                                                                                                                                            | 1 |
| Needs Buses                                                                                                                                                                                                                     | 1 |
| Need something like golf cart paths for people who dont want to or need to drive at a slower pace                                                                                                                               | 1 |
| Need sidewalks, greenbelt and trails for walkers and bike riders.                                                                                                                                                               | 1 |
| Need more public transportation in VR , Ga. and entire us. Need a train system like Europe.                                                                                                                                     | 1 |
| Need more pedestrian and bicycle routes                                                                                                                                                                                         | 1 |
| Need more acces to public transportation or access for connection.                                                                                                                                                              | 1 |
| NEED GOLF TRAILS                                                                                                                                                                                                                | 1 |
| Need a trail to downtown                                                                                                                                                                                                        | 1 |
| NA                                                                                                                                                                                                                              | 1 |
| More connectivity needed while maintaining the existing roads/ and sidewalks                                                                                                                                                    | 1 |
| Lots of traffic because of city expansion.                                                                                                                                                                                      | 1 |
| Lots of new traffic since we moved here 18 years ago.                                                                                                                                                                           | 1 |
| Lack of public transportation                                                                                                                                                                                                   | 1 |
| It's fine too much traffic                                                                                                                                                                                                      | 1 |
| It's good                                                                                                                                                                                                                       | 1 |
| It's fine.                                                                                                                                                                                                                      | 1 |
| It's fine the way it is                                                                                                                                                                                                         | 1 |
| It would be wonderful to have a bus service to catch in Villa Rica that could connect you to another service t<br>o get you where you want to go.                                                                               | 1 |
| It is terrible and getting more congested. Roundabouts are expanding and people do NOT know how to use<br>them. There is NO public transportation.                                                                              | 1 |
| It is a nightmare and they are adding to demand before addressing capacity. Whoever is in charge and maki<br>ng decisions on adding major residential and commercial projects before addressing infrastructure is an idio<br>t. | 1 |
| Is there public transportation? I haven't seen any. I have to drive everywhere.                                                                                                                                                 | 1 |
| Infrastructure is not keeping up with growth.                                                                                                                                                                                   | 1 |
| In a car yes but on a bike, golf cart or walking no                                                                                                                                                                             | 1 |
| I'm not in favor of the semi trucks taking a wrong turn and ending up in my front yard.                                                                                                                                         | 1 |
| If you don't have a car, then you cannot get around easily.                                                                                                                                                                     | 1 |
| If I didn't have transportation it would be public transportation                                                                                                                                                               | 1 |
| If I didn't drive, I would have no options available. There is no city or community transportation available that<br>I am aware of.                                                                                             | 1 |
| I'm fine with it but concerned about future growth                                                                                                                                                                              | 1 |
| I would like to see additional biking, golf cart, walking, running paths and connectivity. I am concerned about<br>tractor trailers in residential areas increasing particularly where they are not allowed to access!          | 1 |

|                                                                                                                                                                                                                                                                 |   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| I still drive but would like to see more bus services.                                                                                                                                                                                                          | 1 |
| I or family member drives me. Public transportation would be a real plus.                                                                                                                                                                                       | 1 |
| I have my own car so yes                                                                                                                                                                                                                                        | 1 |
| I drive my own car, so I have adequate transportation.                                                                                                                                                                                                          | 1 |
| I drive my own car but it would be nice to have transportation available                                                                                                                                                                                        | 1 |
| I don't have an issue with getting around VR.                                                                                                                                                                                                                   | 1 |
| I can in a vehicle but it would be nice to travel by bike or foot safely                                                                                                                                                                                        | 1 |
| I can connect easily. I do not want to see public transportation here, unless it is specifically for the elderly for medical appointments, church, grocery shopping, etc.                                                                                       | 1 |
| I am not aware of any available transportation in Villa Rica                                                                                                                                                                                                    | 1 |
| I am close enough that I can walk to the business area of my home. I am close to Interstate access. I am within 5 miles of Tanner Medical facilities.                                                                                                           | 1 |
| I accepted the limited transportation when I moved here.                                                                                                                                                                                                        | 1 |
| Growing too fast                                                                                                                                                                                                                                                | 1 |
| Good yes                                                                                                                                                                                                                                                        | 1 |
| Good                                                                                                                                                                                                                                                            | 1 |
| From where I live, without a car, it would be difficult to get to the area's amenities.                                                                                                                                                                         | 1 |
| For the love of god do not bring in buses.                                                                                                                                                                                                                      | 1 |
| Fix pot hole                                                                                                                                                                                                                                                    | 1 |
| Downtown is too crowded and doesn't have the structures in place it needs to prevent accidents. Particularly on Montgomery in front of the police station. Also? Every new roundabout you put in increases the chance of an accident.                           | 1 |
| Current road system is inadequate.                                                                                                                                                                                                                              | 1 |
| Congested in areas                                                                                                                                                                                                                                              | 1 |
| City keeps encouraging residents from other counties to "cut through" Villa Rica, as well as encouraging truck traffic through residential areas. Neither are good.                                                                                             | 1 |
| Buy a car                                                                                                                                                                                                                                                       | 1 |
| Auto and truck traffic is becoming horrible, and the worst is yet to come. We are adding significant new residential units in areas that cannot handle current traffic. There is a need for some form of public access for the elderly who can no longer drive. | 1 |
| Although the Carroll Connection access is affordable to people without transportation, rides have to be booked way in advance. Also the wait time for pick up FROM our destination is way too long. We need more than six buses for this county.                | 1 |
| All Villa Rica has is Uber and Lyft                                                                                                                                                                                                                             | 1 |
| Affordable public transportation is necessary                                                                                                                                                                                                                   | 1 |
| Absolutely!                                                                                                                                                                                                                                                     | 1 |
| A passenger train would be great. Busy main streets need to be wider. At least Two lanes on each side.                                                                                                                                                          | 1 |
| A local electric bus system would be more than welcome. Even just from areas around downtown to mirror I-75 or residential areas.                                                                                                                               | 1 |

|                                                                                                                                                                                                                                    |   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| A community bus for in VR limits would be great for people that have no transportation                                                                                                                                             | 1 |
| Traffic is horrible and -villa Rica it's hard to get around. It's only kept getting worse with the unwanted development of apartments and townhomes. We do not want to be like Douglasville in Hiram stop all of this development. | 1 |
| i drive now. I believe there is a need for transportation needs of those who do not drive                                                                                                                                          | 1 |

Answered: 169 Skipped: 64

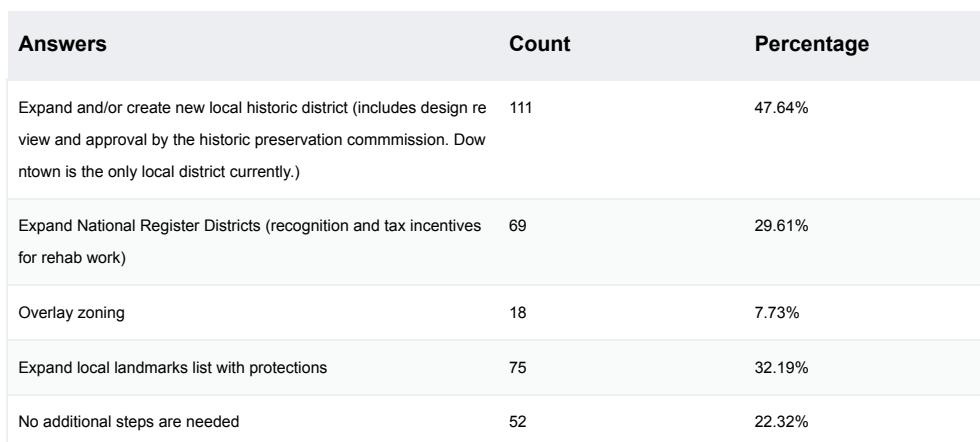
The City of Villa Rica has more than quadrupled in population over the past 20 years, and...



| Answers                                                                                                                                                                                                | Count | Percentage |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------|
| Create more industrial and manufacturing jobs                                                                                                                                                          | 46    | 19.74%     |
| Create more professional and office jobs                                                                                                                                                               | 68    | 29.18%     |
| Attract more retail and restaurants                                                                                                                                                                    | 131   | 56.22%     |
| Increase the density of homes that are permitted in residential areas                                                                                                                                  | 18    | 7.73%      |
| Increase the diversity of home formats and price-points to include more multi-family condominiums or apartments, cottage-size single family, and mixed-use development that includes residential units | 37    | 15.88%     |
| Preserve open space and protect environmentally sensitive areas through public parks and land development regulations                                                                                  | 128   | 54.94%     |
| Increase water and sewer capacity                                                                                                                                                                      | 124   | 53.22%     |
| Plan for transportation and access between land parcels                                                                                                                                                | 66    | 28.33%     |
| Town center development                                                                                                                                                                                | 75    | 32.19%     |

Answered: 231 Skipped: 2

Historic resources in the City of Villa Rica, including homes, sites, and downtown commercial...



Answered: 211 Skipped: 22

If you have friends visiting, what is your favorite thing to do with them or show them in Villa...



| Response         | Count |
|------------------|-------|
| Nothing          | 7     |
| Downtown         | 4     |
| Gold Museum      | 3     |
| Gold mine        | 3     |
| Darden street    | 3     |
| Parks            | 2     |
| Gold Mine Museum | 2     |

|                                                                                                                                                                                                                       |   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Would like to take them downtown but there are very few stores/restaurants that are open and interesting. Old owners should sell to those who'd develop the area.                                                     | 1 |
| Where I live in Mirror Lake                                                                                                                                                                                           | 1 |
| Well, nothing. We tend to leave the city and go elsewhere due to lack of entertainment/attractions.                                                                                                                   | 1 |
| We usually go outside of VR there are no movie theaters or arcades                                                                                                                                                    | 1 |
| We stay home or go out of county. What used to be a nice town is now being over run construction and the drug problem in Villa Rica is embarrassing                                                                   | 1 |
| We go out of Villa Rica or even downtown Carrollton. However, IF VR was more like Marietta Square, we would do more with friends here                                                                                 | 1 |
| We don't do anything in VR as there is nothing I would want to show them here. We always travel to the city                                                                                                           | 1 |
| We don't really do anything in Villa Rica outside of a restaurant.                                                                                                                                                    | 1 |
| Walk around downtown or Stockmar                                                                                                                                                                                      | 1 |
| Visit my Family home on Darden Street it's Historical                                                                                                                                                                 | 1 |
| Visit area restaurants and parks.                                                                                                                                                                                     | 1 |
| Visit a local restaurant                                                                                                                                                                                              | 1 |
| Villa Rica has gone downhill in the last 10 years. When we have company in town, we often go to Newnan.                                                                                                               | 1 |
| Used to be the amphitheater and pine mountain but the city has ruined them both                                                                                                                                       | 1 |
| Unfortunately, nothing. We typically drive to Atlanta for food and fun options.                                                                                                                                       | 1 |
| There's not a lot to show them downtown outside of Mexican restaurant and a home shop, there's just not much to do or see typically                                                                                   | 1 |
| There's nothing worth seeing in VR. We go to Carrollton for all the fun things. VR has the mill but could be utilized more often.                                                                                     | 1 |
| There isn't much to do in this area.                                                                                                                                                                                  | 1 |
| There is nothing to do                                                                                                                                                                                                | 1 |
| there is nothing here to do.                                                                                                                                                                                          | 1 |
| There is nothing to do or show. Stop somewhat embarrassing to show our visitors the ugliness of our city.                                                                                                             | 1 |
| The town is becoming embarrassing, although the old homes are gorgeous. I prefer to be outside the city limits.                                                                                                       | 1 |
| The surrounding counties, los cowboys, pine mountain gold museum                                                                                                                                                      | 1 |
| The Residential neighborhoods have easy acres but aren't crowded.                                                                                                                                                     | 1 |
| The Pine Mountain Gold Rush Museum                                                                                                                                                                                    | 1 |
| The historic district                                                                                                                                                                                                 | 1 |
| The Greenbelt                                                                                                                                                                                                         | 1 |
| The Green Belt - unfortunately I have to travel to Carrollton to enjoy this activity.                                                                                                                                 | 1 |
| The Gold Museum                                                                                                                                                                                                       | 1 |
| The Downtown Restaurants and a few of the stores.                                                                                                                                                                     | 1 |
| The best thing Carroll County has right now, in my opinion is the Carrollton Greenbelt. Villa Rica needs something of this nature. In VR the amphitheatre is nice, just needs to be utilized more for all age groups. | 1 |



|                                                                                                                                         |   |
|-----------------------------------------------------------------------------------------------------------------------------------------|---|
| The amphitheater in downtown VR                                                                                                         | 1 |
| The amp complex and downtown area is as good as we have to show anyone.                                                                 | 1 |
| Tell them to go to Carrollton or Bremen because Villa rica is horrible                                                                  | 1 |
| Take them to the lake or walk the trails or go to the pool or go to the activities in the area                                          | 1 |
| Take them for a short golf cart ride bc we can't take them far. That's about it.                                                        | 1 |
| Take a walk to downtown VR                                                                                                              | 1 |
| summer concerts                                                                                                                         | 1 |
| Stay at home because the lack of care for anything in this town is horrendous. Beautify what we have already before adding more garbage | 1 |
| Show them all the homeless camps in the woods                                                                                           | 1 |
| Shopping and eating places                                                                                                              | 1 |
| Restaurants, Greenbelt                                                                                                                  | 1 |
| really nothing to see or do.                                                                                                            | 1 |
| Quality restaurants. Carroll County Veterans Memorial Park near Carrollton.                                                             | 1 |
| Printer's Ale                                                                                                                           | 1 |
| Primarily I entertain at my home.                                                                                                       | 1 |
| Play golf, but it is becoming unreasonably expensive.                                                                                   | 1 |
| Play golf                                                                                                                               | 1 |
| Pine Mountain/ parks                                                                                                                    | 1 |
| Pine Mountain Gold Museum, Pickleball at Gold Dust                                                                                      | 1 |
| PINE MOUNTAIN GOLD MUSEUM                                                                                                               | 1 |
| Performances at the mill or the amp, craft fairs, good restaurants (none in VR currently)                                               | 1 |
| Parks, gold museum                                                                                                                      | 1 |
| Outdoor concerts and festivals. Going to local movie theater and restaurants. Local parks for picnics and outdoor recreation.           | 1 |
| Our visitors usually want to go into Atlanta                                                                                            | 1 |
| Our historic homes, buildings and sites                                                                                                 | 1 |
| Other than gold mine, not much to do, so usually take them elsewhere.                                                                   | 1 |
| NOTHING.... THERE IS NOTHING HERE                                                                                                       | 1 |
| Nothing. We usually meet in Alabama or Tallapoosa bc of the crowds in VR.                                                               | 1 |
| Nothing. Became too dirty of a town. Clean up garbage and make people clean up their homes                                              | 1 |
| Nothing.                                                                                                                                | 1 |
| Nothing!                                                                                                                                | 1 |
| Nothing to do in Villa Rica                                                                                                             | 1 |
| Nothing other than the gold mine and train ride for the grandchildren                                                                   | 1 |
| Nothing close by.                                                                                                                       | 1 |

|                                                                                                                                                                                                                               |   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Nothing ... there needs to be more thought to improve existing city center and less commercial spreading to edges of city.                                                                                                    | 1 |
| Not much. Take kids to pine mountain park                                                                                                                                                                                     | 1 |
| Not much to show                                                                                                                                                                                                              | 1 |
| not much to see in either location                                                                                                                                                                                            | 1 |
| Not much to do                                                                                                                                                                                                                | 1 |
| not much                                                                                                                                                                                                                      | 1 |
| Not many options other than going out to eat.                                                                                                                                                                                 | 1 |
| No one visit from outside carroll county.                                                                                                                                                                                     | 1 |
| N/A                                                                                                                                                                                                                           | 1 |
| My home.                                                                                                                                                                                                                      | 1 |
| My home                                                                                                                                                                                                                       | 1 |
| My gardens                                                                                                                                                                                                                    | 1 |
| Mirror lake pool                                                                                                                                                                                                              | 1 |
| Mirror Lake Golf course and lake                                                                                                                                                                                              | 1 |
| Mexican food is the only thing to brag about in this town we have nothing else to offer no malls no shopping no retail stores that are any good other than Walmart. Everybody has a Walmart.                                  | 1 |
| McIntosh Park, John Tanner Park                                                                                                                                                                                               | 1 |
| Local festivals, parks, restaurants and walking trails                                                                                                                                                                        | 1 |
| Local churches, The amp, older neighborhoods where I grew up.                                                                                                                                                                 | 1 |
| Jerry's burgers, Hixtown, Evan's                                                                                                                                                                                              | 1 |
| I take them to the Main Street area downtown, to Gold Dust Park and to The Pine Mountain Gold Museum                                                                                                                          | 1 |
| I show them the multitude of apartments/townhomes being built and explain how this place has become little Douglasville.                                                                                                      | 1 |
| I really don't know of a place or places I would take them to...                                                                                                                                                              | 1 |
| I go outside the county to entertain.                                                                                                                                                                                         | 1 |
| Honestly, we take them to another city outside our church and possible Evans visit.                                                                                                                                           | 1 |
| Honestly, it used to be Gabe's. Now? There's not much that's a must for out-of-towners. Pine Mountain is nice, but if you've seen it once, it loses its allure. We need more gathering places, like restaurants or breweries. | 1 |
| Hixtown brewery, Clinton Nature preserve, pine mountain gold museum                                                                                                                                                           | 1 |
| Hixtown                                                                                                                                                                                                                       | 1 |
| Historic structures and exciting areas of growth                                                                                                                                                                              | 1 |
| Hard to reach the parking and the other is most people do not want to come to VR as the congestion and the eye sore coming as you go to see the old and awful business looks like a mess.                                     | 1 |
| Green belt in Carrollton and the Square.                                                                                                                                                                                      | 1 |
| Good, unique food                                                                                                                                                                                                             | 1 |
| Golf                                                                                                                                                                                                                          | 1 |

|                                                                                                                                                                              |   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Gold museum, Evans BBQ the country side                                                                                                                                      | 1 |
| Gold mine park or downtown                                                                                                                                                   | 1 |
| Gold Dust Park is about the only thing Villa Rica that is interesting. The county as a whole has very little. We have taken guests to Cartersville and as far away as Helen. | 1 |
| Gold dust park and museum, Carrollton green belt, Tanner park                                                                                                                | 1 |
| Go to restaurants downtown                                                                                                                                                   | 1 |
| Go to downtown Carrollton                                                                                                                                                    | 1 |
| Go to Carrollton because VR sucks                                                                                                                                            | 1 |
| Go somewhere else                                                                                                                                                            | 1 |
| Go outside VR and Carroll county                                                                                                                                             | 1 |
| Fireworks in ML Subdivision                                                                                                                                                  | 1 |
| Everything City and country life                                                                                                                                             | 1 |
| eating dinner, although choices are limited.                                                                                                                                 | 1 |
| Downtown, or villa rica gold museum                                                                                                                                          | 1 |
| Downtown VR                                                                                                                                                                  | 1 |
| Downtown Shops/ University of West Georgia                                                                                                                                   | 1 |
| downtown shops and restaurants                                                                                                                                               | 1 |
| Downtown main street                                                                                                                                                         | 1 |
| Downtown area. Gabe's or olive tree.                                                                                                                                         | 1 |
| Downtown area and park                                                                                                                                                       | 1 |
| Downtown and gold dust Park. Have not tried the Gold museum but looking forward to it. Also the nature preserve.                                                             | 1 |
| down restaurants and the Mill amphitheater                                                                                                                                   | 1 |
| Disappointed In restaurants                                                                                                                                                  | 1 |
| Dining                                                                                                                                                                       | 1 |
| Dine, go to an event if anything is going on, maybe take kids to gold dust park                                                                                              | 1 |
| Dine                                                                                                                                                                         | 1 |
| Chill out. Maybe visit a local lake or park or hang out at my house and entertain.                                                                                           | 1 |
| Belt Line                                                                                                                                                                    | 1 |
| Amphitheater and museum                                                                                                                                                      | 1 |
| All the city                                                                                                                                                                 | 1 |
| Absolutely nothing. There's nothing here to show!                                                                                                                            | 1 |
| ...                                                                                                                                                                          | 1 |

Answered: 152 Skipped: 81

**Villa Rica Bypass. The purpose of the Villa Rica Bypass is to divert commercial an...**



|                                                                                                                                                                                                                                       |   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| The understanding that villa rica does not need to be changed just maintained                                                                                                                                                         | 1 |
| The proposed walking trail around the city, an aquatics center/ pool, skate park                                                                                                                                                      | 1 |
| The construction of affordable housing for regular families.                                                                                                                                                                          | 1 |
| Taxes should be affordable                                                                                                                                                                                                            | 1 |
| Stop the overcrowding with rental homes and apartments.                                                                                                                                                                               | 1 |
| Stop putting all these townhomes and apts up. Traffic is already getting crazy. Where are these kids going to go to school????                                                                                                        | 1 |
| Stop growing. At least halt growing until the roads (Punkintown especially) are equipped better. Deal with the street walkers causing dangerous road conditions. Make mirror lake Blvd nice again, deal with the shopping cart mafia! | 1 |
| Stop expanding.                                                                                                                                                                                                                       | 1 |
| Stop building apartments, multi family housing, cheap gross stores, tearing down nature and fix the roads!                                                                                                                            | 1 |
| Stop building                                                                                                                                                                                                                         | 1 |
| Stop attracting all these people                                                                                                                                                                                                      | 1 |
| Stop building housing so the city can adjust to the transition of growth. Traffic is a nightmare and schools are overcrowded already. Lack of good places to eat also needs to be addressed...                                        | 1 |
| Start putting a larger investment into passive recreation as has been happening with infrastructure now that it has been addressed.                                                                                                   | 1 |
| Some the growth to slow down. I definitely don't want it to become another Douglasville or Newnan!                                                                                                                                    | 1 |
| Slow growth until the appropriate infrastructure is in place.                                                                                                                                                                         | 1 |
| Slow down the multi-family housing projects. Would like to see more middle to upper class single family homes being built.                                                                                                            | 1 |
| Slow down on apartments and rental homes                                                                                                                                                                                              | 1 |
| Slow down in growth                                                                                                                                                                                                                   | 1 |
| Sit down restaurants.                                                                                                                                                                                                                 | 1 |
| Shopping area                                                                                                                                                                                                                         | 1 |
| Save historic homes that are being allowed by present owners to deteriorate in favor of parking lots and new construction.                                                                                                            | 1 |
| Roadway expansion                                                                                                                                                                                                                     | 1 |
| Road safety maintenance, minimal homeless people about, land preservation                                                                                                                                                             | 1 |
| Return yard debris pick up to once a week and lower the cost of water.                                                                                                                                                                | 1 |
| Renovation of downtown Villa Rica                                                                                                                                                                                                     | 1 |
| Remain a small town                                                                                                                                                                                                                   | 1 |
| Public transit                                                                                                                                                                                                                        | 1 |
| Preservation of green space, as well as an effort to improve the existing infrastructure.                                                                                                                                             | 1 |
| Please build pickleball court facilities! Please build the trail system that has been in the works for years now. Golf cart access and connectivity.                                                                                  | 1 |
| Nothing                                                                                                                                                                                                                               | 1 |
| Not a junk store in the soon to be old Publix. Upgraded roadways and less housing developments                                                                                                                                        | 1 |

|                                                                                                                                                                                                                                                                |   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| No new rental units.                                                                                                                                                                                                                                           | 1 |
| No homes or lands are taken from people.                                                                                                                                                                                                                       | 1 |
| Nice restaurants. Flow of traffic better                                                                                                                                                                                                                       | 1 |
| New leadership who cares about responsible growth over just any growth                                                                                                                                                                                         | 1 |
| Myself and family move away.                                                                                                                                                                                                                                   | 1 |
| movie theatre                                                                                                                                                                                                                                                  | 1 |
| Mountain bike trails                                                                                                                                                                                                                                           | 1 |
| More trails and communities activities and more retail and restaurants                                                                                                                                                                                         | 1 |
| More thought and quality zoning approvals.                                                                                                                                                                                                                     | 1 |
| More sit down restaurants and things for families with teenagers to do some kind of bowling alley or movies                                                                                                                                                    | 1 |
| More retail, grocery, restaurants                                                                                                                                                                                                                              | 1 |
| More retail and restaurants.                                                                                                                                                                                                                                   | 1 |
| More retail and restaurants                                                                                                                                                                                                                                    | 1 |
| More retail                                                                                                                                                                                                                                                    | 1 |
| More restaurants, more activities for folks like bowling or mini golf or skate park. Eateries, different grocery stores, would be nice to have a downtown similar to Carrollton or Woodstock with a lively night time. Better schools                          | 1 |
| More restaurants expand to hwy 101. No more fast food.                                                                                                                                                                                                         | 1 |
| More restaurant options                                                                                                                                                                                                                                        | 1 |
| More quality restaurants and grocery stores, like Whole Foods and Trader Joes                                                                                                                                                                                  | 1 |
| More options to get around VR, sidewalks, bike/cart paths, a shuttle van or bus service? We'll never build roads fast enough to keep up with the population growth that's coming.                                                                              | 1 |
| More nice places to sit and eat, with more outdoor seating. Improve landscaping and keep grass cut around town. . Make VR more golf cart friendly. Have more boutique type shops. Have more Healthy food options around us. Add more light up cross walk sign. | 1 |
| More national sit down restaurants.                                                                                                                                                                                                                            | 1 |
| More housing for the senior population. Renting and owning.                                                                                                                                                                                                    | 1 |
| More homes for the single families, more sit down restaurants                                                                                                                                                                                                  | 1 |
| More Growth and development to the downtown area.                                                                                                                                                                                                              | 1 |
| More green space, walking trails, parks                                                                                                                                                                                                                        | 1 |
| More Green Space, A rubber walking track                                                                                                                                                                                                                       | 1 |
| More golf cart paths more better quality sit down restaurants and get rid of low cost housing and no more fast food                                                                                                                                            | 1 |
| More family friendly resources--ways to help alleviate so much traffic at major intersections-keep smalltown feel---better access to sewer infrastructure                                                                                                      | 1 |
| More family friendly places bowling etc.                                                                                                                                                                                                                       | 1 |
| More entertainment movie theaters or parks                                                                                                                                                                                                                     | 1 |
| More emphasis on home ownership, and less emphasis on low income housing.                                                                                                                                                                                      | 1 |



|                                                                                                                                                         |   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| More diversity in retail and restaurants                                                                                                                | 1 |
| More dining, improvement of parks and trails                                                                                                            | 1 |
| More dining options and healthier grocery stores (whole foods, sprouts, trader Joe's etc.), sidewalks and bike paths, shopping                          | 1 |
| More dedicated pickleball courts.                                                                                                                       | 1 |
| More consideration given to helping the lower income people of the area rise above their current status through education.                              | 1 |
| More community involvement in town matters.                                                                                                             | 1 |
| More activities/entertainment for families, more retail and sit down dining                                                                             | 1 |
| mixed use development, NEED a coffee shop, pizza shop, skatepark, food hall, playground/park, covered pavilion, BETTER RETAIL OPTIONS!                  | 1 |
| Mirror lake corridor to downtown                                                                                                                        | 1 |
| Maybe a krispy kreme place, but there is too much growth in housing.                                                                                    | 1 |
| Make Punkintown more than a two lane road                                                                                                               | 1 |
| Major improvements to our historic downtown, additional roads and connectivity for traffic flow, work on the gold nugget trail                          | 1 |
| Maintain small town charm & atmosphere. Slow growth until infrastructure can accommodate, stop placing burden and inconvenience upon current residents. | 1 |
| Lower taxes for city residents and lower sewage /water bills                                                                                            | 1 |
| Lower taxes and adopting a must own a firearm policy                                                                                                    | 1 |
| Lower property taxes and utility costs for seniors                                                                                                      | 1 |
| Lower property tax, the same amount of people or less.                                                                                                  | 1 |
| lower property tax                                                                                                                                      | 1 |
| Listen to your residents and STOP THE BUILDING. We have enough people and enough houses.                                                                | 1 |
| Limit the number of new housing developments. Limit truck traffic.                                                                                      | 1 |
| less traffic, better roads, better restaurants stores                                                                                                   | 1 |
| Less traffic, less commercial development and less residential development                                                                              | 1 |
| Less houses being built, fix our roads, attract business where we don't have to drive to Carrollton, Hiram or Douglasville                              | 1 |
| Less homes, shopping center and another grocery store.                                                                                                  | 1 |
| Less growth. More catering to existing residence.                                                                                                       | 1 |
| Less growth and more fixing and preserve what we have now                                                                                               | 1 |
| Less development protection of green space                                                                                                              | 1 |
| Less developed!!!                                                                                                                                       | 1 |
| Less apartments, more retail and restaurants so we do not have to go to other cities for most everything.                                               | 1 |
| Less apartments and less land being destroyed. More parks and space for wild life. To thrive                                                            | 1 |
| Learn how to keep the money in Villa Rica instead of having to go outside of Villa Rica for shopping.                                                   | 1 |
| Leadership who listens to the community                                                                                                                 | 1 |

|                                                                                                                                                                                                                                                                     |   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Kroger                                                                                                                                                                                                                                                              | 1 |
| Keep its small town, historical community feeling which is why I moved here. Absorb the Douglas County nic<br>he of Villa Rica into Carroll County                                                                                                                  | 1 |
| It stay a small town.                                                                                                                                                                                                                                               | 1 |
| investment in main street retail and dining                                                                                                                                                                                                                         | 1 |
| Increase in the number of higher end establishments for entertainment. I would like to see the city stick to pl<br>ans & see them through. Where's the park that was supposed to happen on the other side of Mirror Lake?<br>Where's the trailhead at Fullerville?  | 1 |
| Increase in shopping, more attention to Historic downtown. A stronger focus on education for Villa Rica scho<br>ols, a large percentage of our students are not well prepared.                                                                                      | 1 |
| Improvements to the downtown area and increasing of mixed developments.                                                                                                                                                                                             | 1 |
| Improved water and sewer capacity                                                                                                                                                                                                                                   | 1 |
| Improved walkability, improve pumkintown rd, additional downtown shops.                                                                                                                                                                                             | 1 |
| Improve water and sewer facilities with better sources for water that are more reliable and independent of ot<br>her of other counties. Better regular maintenance to road in and around residential areas to recover from co<br>nstruction activity.               | 1 |
| Improve water and sewer by having more industries and less homes built                                                                                                                                                                                              | 1 |
| Improve the appearance of downtown, build a new city hall, and offer more options                                                                                                                                                                                   | 1 |
| Improve quality of living my diversifying grocery, food and shopping. Improve and create well maintained par<br>k areas and improve the operations of the existing community centers.                                                                               | 1 |
| Improve infrastructure, reduce taxation on property, slow down the growth of multi family housing.                                                                                                                                                                  | 1 |
| Improve downown and infrastructure/less development                                                                                                                                                                                                                 | 1 |
| Implement the above and use existing structures to accommodate homeless people                                                                                                                                                                                      | 1 |
| I'd like to see more affordable housing, and something need to be done about the homelessness in this city.<br>We need shelters for these people.                                                                                                                   | 1 |
| Id like to see a Park with walking trails                                                                                                                                                                                                                           | 1 |
| I would love for the city to grow but not take away from anyone else livihood, I know with growth comes cha<br>nge but it should be housing not apartments, we need more downtown stores.                                                                           | 1 |
| I would like to see water and sewer improvements                                                                                                                                                                                                                    | 1 |
| I would like to see Villa Rica focus on density and mixed use zoning. The city needs to build up instead of o<br>ut, We can attract developers for more apartments in downtown.                                                                                     | 1 |
| I would like to see development slow down in order for the water/sewer and other infrastructure to catch up<br>with demand. I would like to see the Fullerville Historic District improved with repaired sidewalks, better sign<br>age and an overall cleaner look. | 1 |
| I would like to see better paying office rule jobs ie finance and accounting. I would like to see major retailers<br>and grocery chains asses like Target, Kroger and Best Buy.                                                                                     | 1 |
| I would like to see a lot more jobs available for the younger generation, not just fast food                                                                                                                                                                        | 1 |
| I would like the truck stops to be removed!                                                                                                                                                                                                                         | 1 |
| I want to see VR retain its small town feel BUT with development in of mixed use communities and desirabl<br>e retail options. Entertaining an aquatic center such as Boundart Waters would be a huge addition to our co<br>mmunity.                                | 1 |
| I love it!                                                                                                                                                                                                                                                          | 1 |

|                                                                                                                                                                                                                                                 |   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Homes on Darden Street stay n no new road on Darden                                                                                                                                                                                             | 1 |
| Historic homes and buildings still there                                                                                                                                                                                                        | 1 |
| Healthy restaurants, Kroger shopping                                                                                                                                                                                                            | 1 |
| Have the by pass connect to hwy 20 on both ends Build a movie theater add mor shopping add better restaurants make the roads better do more with down town and make people want to visit us not just drive thru to wn                           | 1 |
| Growth on the south side of the interstate instead of the north.                                                                                                                                                                                | 1 |
| Greenbelt/walking, better retail/restaurant options, traffic management, school/youth support from the community,                                                                                                                               | 1 |
| Green belt similar to Carrollton; additional bike and pedestrian lanes around the city                                                                                                                                                          | 1 |
| golf cart paths extended to downtown from Mirror Lake                                                                                                                                                                                           | 1 |
| Get the infrastucture repaired - maintain and repair existing roads and by ways, increase retail and restaurants NOT add dollar stores or fast food quit allowing developers to clear cut land to build tacky houses for rent                   | 1 |
| Get rid of the eye sore that is on the Main Street and should get Jane's a vacated                                                                                                                                                              | 1 |
| Get rid of mayor and city Council                                                                                                                                                                                                               | 1 |
| Focus on sustainable housing solutions and less on apartment complexes that will deteriorate in 5-10 years. Stop introducing duplicate stores and strip malls.                                                                                  | 1 |
| Focus on mixed-use residential and decrease on car dependency.                                                                                                                                                                                  | 1 |
| Fix the roads! Make them safer!                                                                                                                                                                                                                 | 1 |
| Fix roads, clean up abandoned properties, more family friendly restaurants, no more fast food restaurants.                                                                                                                                      | 1 |
| Fix pumpkintown Rd. Finish the bypass. Idk if there still doing the bike trail.                                                                                                                                                                 | 1 |
| Family Centered activities and locations, Restaurants, Sidewalks,Trails, golfcart paths,Road maintenance, parks, NO MORE DOLLAR STORES, less consignment stores, more shops.                                                                    | 1 |
| Expansion of parks and sidewalks                                                                                                                                                                                                                | 1 |
| Efforts to improve the curb appeal throughout the city. It is not a very attractive city.                                                                                                                                                       | 1 |
| Downtown development..try to clean up eyesores like pink buildings...Walmart shopping and fast food area around ChicFiiA.Ugly                                                                                                                   | 1 |
| Don't become Douglasville.                                                                                                                                                                                                                      | 1 |
| Diversity in the police force.                                                                                                                                                                                                                  | 1 |
| Develop downtown and attract more fine dining options. Build decent roads that accommodate existing community before adding more congestion.                                                                                                    | 1 |
| Develop a real downtown.                                                                                                                                                                                                                        | 1 |
| Decrease population and turn the city back 50 years. Turn away any and all new developments or attractions and allocate money to refresh the property already owned and maintained by the city. Make what we have nice, don't build new things. | 1 |
| Controlled growth and more strategic planning that is not only focused on economic development to generate tax revenues                                                                                                                         | 1 |
| Controlled growth                                                                                                                                                                                                                               | 1 |
| control growth based on availability of potable water for all                                                                                                                                                                                   | 1 |

|                                                                                                                                                                                                                                                  |   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| continued expansion in business variety. additional affordable homes                                                                                                                                                                             | 1 |
| Codes enforced, new visionary mayor and council not afraid of J Collins.                                                                                                                                                                         | 1 |
| Cleaned up, more retail/restaurants, a bike trail like silver comet,                                                                                                                                                                             | 1 |
| Clean up ugly buildings (non-historic) in downtown. Get better restaurants. Existing restaurants get better service— especially at night.                                                                                                        | 1 |
| Clean it up. Clean up or tear down homes not being kept up. Get rid of kids roaming the neighborhoods. Looks like gangs                                                                                                                          | 1 |
| Cease expanding residential growth which is adding to our misery with water, sewer and transportation!                                                                                                                                           | 1 |
| Bypass, Gold Nugget Trail, downtown development                                                                                                                                                                                                  | 1 |
| Building stopping or slowing                                                                                                                                                                                                                     | 1 |
| Build a YMCA with indoor/outdoor pool for health/wellness and family recreation.                                                                                                                                                                 | 1 |
| Bring more retail                                                                                                                                                                                                                                | 1 |
| Bring better restaurants                                                                                                                                                                                                                         | 1 |
| Better water for lower prices                                                                                                                                                                                                                    | 1 |
| Better transportation                                                                                                                                                                                                                            | 1 |
| Better traffic flow, more diversity of manufacturing, industrial and office jobs, diversity of restaurants and maintenance of local parks, playgrounds and rec department                                                                        | 1 |
| Better school systems, and possibly another high school.                                                                                                                                                                                         | 1 |
| Better school opportunities for children. Safer traffic flow                                                                                                                                                                                     | 1 |
| Better roadside beautification                                                                                                                                                                                                                   | 1 |
| Better roads, retail businesses and restaurants.                                                                                                                                                                                                 | 1 |
| Better restaurant with diversity. No more Mexican restaurants 12 is enough                                                                                                                                                                       | 1 |
| Better restaurant choice and better choices in shopping and grocery stores,                                                                                                                                                                      | 1 |
| Better repairs to current infrastructure and more focus to Manufacturing opportunities                                                                                                                                                           | 1 |
| Better quality and quantity of water and sewer                                                                                                                                                                                                   | 1 |
| Better planning for the growth we have                                                                                                                                                                                                           | 1 |
| Better infrastructure. A swimming pool. Listen to residents. Did not happen this week with new developments approved                                                                                                                             | 1 |
| Better infrastructure and roads.                                                                                                                                                                                                                 | 1 |
| Attract more diverse dining and shopping options. We have enough Antique/home stores/barber shops. More mixed use developments, limit the number of apartment only. Build sidewalks and trails. Live 1 street back from downtown and 0 sidewalks | 1 |
| Apartment/townhomes stop until schools are built                                                                                                                                                                                                 | 1 |
| All these Yankees move back where they came from                                                                                                                                                                                                 | 1 |
| Abandoning the "growth for growth's sake" mentality. Be smart about it. Retain original character.                                                                                                                                               | 1 |
| A Villa Rica bypass for trucks and helping the flow of traffic. More grocery stores, more office and manufacturing jobs and more sidewalks and trails.                                                                                           | 1 |

Answered: 194 Skipped: 39

[illegible]

<https://survey123.arcgis.com/surveys/e21fce4d219145dfba6303f10616922a/analyze?position=0>.our local natural resources are

|                                                                                                                                                                        |   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| water independence                                                                                                                                                     | 1 |
| Water and Sewer infrastructure (I've been hearing about this for at least the last 20 years)                                                                           | 1 |
| Water and sewer and traffic                                                                                                                                            | 1 |
| Transportation and Sewer infrastructure.                                                                                                                               | 1 |
| Traffic, water and sewer, more places to work.                                                                                                                         | 1 |
| Traffic, overpopulated and not enough local jobs.                                                                                                                      | 1 |
| Traffic, Over taxing natural resources, growth and gentrification, white male leaders that don't consider diversity and housing & healthcare access for all a priority | 1 |
| Traffic, affordable housing, job growth and safety                                                                                                                     | 1 |
| Traffic will be a nightmare with very poor infrastructure                                                                                                              | 1 |
| traffic management                                                                                                                                                     | 1 |
| Traffic being isolated to one area of the city when there are other areas that can be utilized. i                                                                      | 1 |
| Traffic and road ways                                                                                                                                                  | 1 |
| Traffic and not enough room in all the schools in VR for all incoming population                                                                                       | 1 |
| Traffic and housing                                                                                                                                                    | 1 |
| Too small for the building that has been approved                                                                                                                      | 1 |
| Too much rapid growth and not enough infrastructure to handle it.                                                                                                      | 1 |
| Too many people.                                                                                                                                                       | 1 |
| Too many people and not enough things to do                                                                                                                            | 1 |
| Too many houses/apartments will bring more crime                                                                                                                       | 1 |
| Too many businesses that are eyesores.Examples : junkyards, truck stops, auction houses                                                                                | 1 |
| Too fast residential growth with little industrial growth, and terrific traffic problems. Access to clean, affordable water!                                           | 1 |
| To much growth to much traffic                                                                                                                                         | 1 |
| To much development!!                                                                                                                                                  | 1 |
| To keep this area from being known for the most fast/junky food, trashy looking, unlandscaped with old trashy shops in there down town.                                | 1 |
| The truck stops are and will only crowd the city more than they already do.                                                                                            | 1 |
| The local government and law enforcement.                                                                                                                              | 1 |
| The local government and law enforcement                                                                                                                               | 1 |
| The economy                                                                                                                                                            | 1 |
| The city trying to tear down historic property that don't belong to them                                                                                               | 1 |
| The city only thinks about revenue and not it's people.                                                                                                                | 1 |
| Tearing down areas that are historic is sad                                                                                                                            | 1 |
| Stop expansionand truck traffic.                                                                                                                                       | 1 |
| Staying ahead of expansion                                                                                                                                             | 1 |
| Stable, affordable water supply and growth focused on home ownership and retail space                                                                                  | 1 |



|                                                                                                                                                                                                                                                               |   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Space                                                                                                                                                                                                                                                         | 1 |
| Sewer and water capacity, infrastructure expansion, traffic congestion, quality of life, crime.                                                                                                                                                               | 1 |
| Schools, fire departments,                                                                                                                                                                                                                                    | 1 |
| Schools being over-crowded                                                                                                                                                                                                                                    | 1 |
| Schools                                                                                                                                                                                                                                                       | 1 |
| Safety, Having/Not having enough piliere                                                                                                                                                                                                                      | 1 |
| Safe traffic flow                                                                                                                                                                                                                                             | 1 |
| Roads need to be developed more                                                                                                                                                                                                                               | 1 |
| roads                                                                                                                                                                                                                                                         | 1 |
| Riads                                                                                                                                                                                                                                                         | 1 |
| Rental communities, increased crime, and traffic issues due to increased population                                                                                                                                                                           | 1 |
| quit trying to be everything to everyone- take what we have and make it better                                                                                                                                                                                | 1 |
| Quality and sustainable infrastructure. City that people are proud call home.                                                                                                                                                                                 | 1 |
| Preserving the small town feel that is so attractive                                                                                                                                                                                                          | 1 |
| preserving a quiet way of life. do not allow industrial business or rental property or trucking                                                                                                                                                               | 1 |
| Population growth, and with it, crime                                                                                                                                                                                                                         | 1 |
| Population growth as more people look to move west outside of Atlanta for affordable homes                                                                                                                                                                    | 1 |
| Population growth                                                                                                                                                                                                                                             | 1 |
| Population growth & loss of habitats & greenspaces.                                                                                                                                                                                                           | 1 |
| Poor leadership. Leadership looking at today and tomorrow vs. 10+ years down the road                                                                                                                                                                         | 1 |
| Poor leadership.                                                                                                                                                                                                                                              | 1 |
| Poor city planning.                                                                                                                                                                                                                                           | 1 |
| Planning for more walkable and less car dependency as well as continued improvements to infrastructure to support growth. Currently looking like they are going to be another Douglasville.                                                                   | 1 |
| Planned limited growth                                                                                                                                                                                                                                        | 1 |
| People trying to make it something its not and should never be.                                                                                                                                                                                               | 1 |
| Overpopulation. With the unending development comes the risk of turning into a second Douglasville - right down the road and considered to be one of the most dangerous cities in the country. Why do you want to grow so badly? It is no longer sustainable. | 1 |
| Overpopulation, drugs and crime.                                                                                                                                                                                                                              | 1 |
| Overpopulation and increase property taxes forcing out longtime residents causing a loss of community                                                                                                                                                         | 1 |
| Overpopulation                                                                                                                                                                                                                                                | 1 |
| Over population.                                                                                                                                                                                                                                              | 1 |
| Over population and traffic issues with all the apartment developments                                                                                                                                                                                        | 1 |
| Over population and crime                                                                                                                                                                                                                                     | 1 |
| Over populating and turning unsafe like Douglasville or Atlanta.                                                                                                                                                                                              | 1 |
| over development causing a small city to become a big metropolis                                                                                                                                                                                              | 1 |

|                                                                                                                                                                                                                                                                 |   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Over development                                                                                                                                                                                                                                                | 1 |
| Over crowded . Traffic                                                                                                                                                                                                                                          | 1 |
| over building                                                                                                                                                                                                                                                   | 1 |
| Outside developments taking advantage of small town land prices.                                                                                                                                                                                                | 1 |
| Our leadership wanting progress when progress is the opposite of what we need.                                                                                                                                                                                  | 1 |
| old people stuck in their ways and unwilling to accept the inevitable growth                                                                                                                                                                                    | 1 |
| Not turning into low rent slums                                                                                                                                                                                                                                 | 1 |
| Not destroying our quiet city with industrial businesses and rental properties                                                                                                                                                                                  | 1 |
| Not being prepared for economic growth!                                                                                                                                                                                                                         | 1 |
| Not becoming like Douglasville                                                                                                                                                                                                                                  | 1 |
| Not allowing outside influence and money to turn us into another Douglas County.                                                                                                                                                                                | 1 |
| None I can think of                                                                                                                                                                                                                                             | 1 |
| Need 2nd entrance at Charleston place                                                                                                                                                                                                                           | 1 |
| More places to work,,,                                                                                                                                                                                                                                          | 1 |
| Massive population growth. We need a plan to deal with a doubling / tripling of our population. Housing , job s, traffic, schools and entertainment.                                                                                                            | 1 |
| Managing population growth                                                                                                                                                                                                                                      | 1 |
| Managing growth and retaining identity. We don't need to become another charmless interstate stop full of c hains that looks like everywhere else in America.                                                                                                   | 1 |
| Manage growth                                                                                                                                                                                                                                                   | 1 |
| Maintaining our small town roots while being mismanaged by outsiders who have no respect for our history.                                                                                                                                                       | 1 |
| Limit population growth.                                                                                                                                                                                                                                        | 1 |
| Leaders egos                                                                                                                                                                                                                                                    | 1 |
| Lack of Space. Traffic.                                                                                                                                                                                                                                         | 1 |
| Lack of housing and businesses that bring in money to the city                                                                                                                                                                                                  | 1 |
| Keeping up with the population growth in regard to traffic and housing.                                                                                                                                                                                         | 1 |
| Keeping up with population growth and applying resources appropriately                                                                                                                                                                                          | 1 |
| Keeping the city infrastructure updated. With more residents come more trash. Old buildings needs updatin g to reflect the current times.                                                                                                                       | 1 |
| Keeping population growth CONTROLLED so that infrastructure can keep up, whilst still allowing profession al businesses to grow, bringing in more tax revenue. Providing safety to all citizens by continuing to properly fund the police and fire departments. | 1 |
| Keeping a small town feel                                                                                                                                                                                                                                       | 1 |
| Job growth                                                                                                                                                                                                                                                      | 1 |
| Its Infrastructure                                                                                                                                                                                                                                              | 1 |
| infrastructure, traffic, crime                                                                                                                                                                                                                                  | 1 |
| Infrastructure to support the development growth                                                                                                                                                                                                                | 1 |

|                                                                                                                                                                                                                                  |   |
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| Infrastructure specifically traffic patterns for increased growth in mostly residential areas.                                                                                                                                   | 1 |
| Infrastructure not ready for growth. Stop approving rental apartments/condo's. These people do not pay taxes and their sales tax will be spent for the most part in other cities because they will travel there to eat and shop. | 1 |
| Infrastructure keeping pace with development                                                                                                                                                                                     | 1 |
| Infrastructure and emotional health issues. Would love to see more community resources for mental health.                                                                                                                        | 1 |
| Infrastructure and crime                                                                                                                                                                                                         | 1 |
| Infrastructure and attracting the right business.                                                                                                                                                                                | 1 |
| Infrastructure and affordable housing                                                                                                                                                                                            | 1 |
| Increased population and increased crime, deteriorated roadways with too much traffic.                                                                                                                                           | 1 |
| Increased housing develop without supporting infrastructure such as roads and schools.                                                                                                                                           | 1 |
| Increased crime rates.                                                                                                                                                                                                           | 1 |
| Ignoring infrastructure and utilities during the housing boom.                                                                                                                                                                   | 1 |
| How to grow in the right way. We need to keep families with better schools to go to, business opportunities non warehouse, less crime and drugs                                                                                  | 1 |
| Housing traffic non commercial space retail stores you get generation moving away to a more exciting town easier access tk shopping                                                                                              | 1 |
| Housing for homeless and low income families                                                                                                                                                                                     | 1 |
| Housing crisis. To many people not enough affordable homes for families                                                                                                                                                          | 1 |
| High property taxes!                                                                                                                                                                                                             | 1 |
| Growth without preparation                                                                                                                                                                                                       | 1 |
| Growth and keeping housing affordable                                                                                                                                                                                            | 1 |
| Growth and Crime                                                                                                                                                                                                                 | 1 |
| growth                                                                                                                                                                                                                           | 1 |
| Growing too fast with no controls                                                                                                                                                                                                | 1 |
| Growing too fast and becoming like Douglas County. Crime, traffic & bad schools.                                                                                                                                                 | 1 |
| Growing too fast                                                                                                                                                                                                                 | 1 |
| Growing to fast without supporting the infrastructure first!                                                                                                                                                                     | 1 |
| Growing to fast where Infrastructure is not kept up.                                                                                                                                                                             | 1 |
| Growing the town without having high density areas.                                                                                                                                                                              | 1 |
| Growing responsibly. Not becoming Douglasville.                                                                                                                                                                                  | 1 |
| Growing faster than infrastructure can keep up. Keeping it feeling like small townn                                                                                                                                              | 1 |
| Government understanding of the public. Just because they do it everyday doesn't mean the community can read their minds and understand government requirements.                                                                 | 1 |
| Government                                                                                                                                                                                                                       | 1 |
| Getting to big                                                                                                                                                                                                                   | 1 |
| Getting out of its own way. Growth and progress can be painful. But we need to stop trying to prevent what's already happened and accept that VR has the potential to be a great city. Stop preventing growth!                   | 1 |

|                                                                                                                                                                                                                      |   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Getting its own mall, and bowling alley                                                                                                                                                                              | 1 |
| Getting existing services and resources ready for the impact the growth will bring.                                                                                                                                  | 1 |
| Getting balanced right between revenue and quality of life                                                                                                                                                           | 1 |
| Gentrification!!! Education and Safety. No true concerns for citizens. Greed- pumping money into the wrong areas will result in larger population and the quality of education and safety will continue to diminish. | 1 |
| Finding and keeping affordable housing.                                                                                                                                                                              | 1 |
| Fighting gentrification & School over-crowding                                                                                                                                                                       | 1 |
| Exponential increase in population                                                                                                                                                                                   | 1 |
| Expansion without FARSIGHTED preparation.                                                                                                                                                                            | 1 |
| Excessive growth without a real long term plan                                                                                                                                                                       | 1 |
| Drivability. More police needed with all the building.                                                                                                                                                               | 1 |
| Don't become Douglasville!! Over population and land stripping. Too many corporations taking away local family businesses                                                                                            | 1 |
| Decent people that care about others                                                                                                                                                                                 | 1 |
| Crime.                                                                                                                                                                                                               | 1 |
| Crime, traffic                                                                                                                                                                                                       | 1 |
| Controlling the balance between good jobs , living spaces ,shops and keeping that historic Villa Rica City of Gold                                                                                                   | 1 |
| Controlled growth                                                                                                                                                                                                    | 1 |
| Control Growth, crime, provide services, and develop a close cultural atmosphere                                                                                                                                     | 1 |
| Continuing to work on infrastructure as well as giving residents a reason to stay here.                                                                                                                              | 1 |
| congestion and nowhere to expand to                                                                                                                                                                                  | 1 |
| Complete lack of affordable housing for regular families.                                                                                                                                                            | 1 |
| City officials wasting money, and not planning for the future while trying to make the city pretty instead of efficient and safe.                                                                                    | 1 |
| City manager trying to make Villa Rica the new Atlanta with all these new apartments                                                                                                                                 | 1 |
| Carroll County government and Carroll County Schools are both involved in stifling VR growth.                                                                                                                        | 1 |
| Busy roadways                                                                                                                                                                                                        | 1 |
| Building more things                                                                                                                                                                                                 | 1 |
| budget                                                                                                                                                                                                               | 1 |
| Better needs people that knows what they are doing.                                                                                                                                                                  | 1 |
| Being Over populated                                                                                                                                                                                                 | 1 |
| Becoming swallowed by Atlanta & Douglasville and losing the small town char.                                                                                                                                         | 1 |
| Becoming like everything east of us.                                                                                                                                                                                 | 1 |
| Attracting upper echelon retail and restaurants                                                                                                                                                                      | 1 |
| attracting the younger generation of families and sustaining those that lived here in the last 20 years like myself                                                                                                  | 1 |

Answered: 197 Skipped: 36

### What are the greatest strengths in Villa Rica going forward over the next 20 years?



[https://survey123.arcgis.com/surveys/e21fce4d219145dfba6303f10616922a/analyze?position=0.our\\_local\\_natural\\_resources\\_are](https://survey123.arcgis.com/surveys/e21fce4d219145dfba6303f10616922a/analyze?position=0.our_local_natural_resources_are)

|                                                                                                                                                                                                                                                    |   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Used to be quiet community with moderate traffic. It is expanding too fast and is losing the charm it had when I moved there.                                                                                                                      | 1 |
| unique main street. the mill                                                                                                                                                                                                                       | 1 |
| Unique history and a great sense of community. The University is also a great asset that the city should be trying to use to their advantage. (It's a great in-between for the UWG campus and Atlanta)                                             | 1 |
| To continue to have great Schools, better communities.                                                                                                                                                                                             | 1 |
| This is hard to say. It's harder to even imagine. Most of us feel like this town is going in the exact opposite direction of what we want it to be.                                                                                                | 1 |
| There are none                                                                                                                                                                                                                                     | 1 |
| The potential to do things right and think ahead                                                                                                                                                                                                   | 1 |
| The people. We are VR!                                                                                                                                                                                                                             | 1 |
| The people that have been in the city for years.                                                                                                                                                                                                   | 1 |
| The people are nice. Hopefully we can keep it that way!                                                                                                                                                                                            | 1 |
| The people are interested in improving what is here and making it better.                                                                                                                                                                          | 1 |
| The Mill and downtown restoration has been awesome! The concert/art programs help to unite our community and show its beautiful cultural diversity. This effort to unite our town using the arts should be expanded into the Fullerville District. | 1 |
| The lakes                                                                                                                                                                                                                                          | 1 |
| The history, peacefulness, safe environment, the community.                                                                                                                                                                                        | 1 |
| The fact that it has a small town feel.                                                                                                                                                                                                            | 1 |
| The fact residents want to build the community and keep business growth within the city                                                                                                                                                            | 1 |
| The desire to grow. The area in a balanced safe way                                                                                                                                                                                                | 1 |
| The community.                                                                                                                                                                                                                                     | 1 |
| The community sticking together                                                                                                                                                                                                                    | 1 |
| The city has potential.                                                                                                                                                                                                                            | 1 |
| The citizens love of their city - or at least what it used to be before the last 3-5 years                                                                                                                                                         | 1 |
| The citizens care about what's going on                                                                                                                                                                                                            | 1 |
| The average citizen is more involved in their community now than ever. I foresee this having a profound effect on the representation of low income to lower middle class citizens within local government.                                         | 1 |
| The attractiveness of a SMALL community                                                                                                                                                                                                            | 1 |
| That will be up to you, be smart.                                                                                                                                                                                                                  | 1 |
| That is a community connected area and give a sense of comfort                                                                                                                                                                                     | 1 |
| Tanner and Mirror Lake                                                                                                                                                                                                                             | 1 |
| Stronger community                                                                                                                                                                                                                                 | 1 |
| Still a quaint small town. The Mill!                                                                                                                                                                                                               | 1 |
| staying small would keep the city from becoming over crowded                                                                                                                                                                                       | 1 |
| Small town.                                                                                                                                                                                                                                        | 1 |
| Small town, friendly, safe atmosphere. And it is rapidly disappearing.                                                                                                                                                                             | 1 |

|                                                                                                                                                                                                                                                         |   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Small town feeling centrally located between Carrollton and Douglasville that said the town offers nothing else                                                                                                                                         | 1 |
| Small town feela                                                                                                                                                                                                                                        | 1 |
| Small town feel, sense of community                                                                                                                                                                                                                     | 1 |
| Small town feel, safety and medical facilities.                                                                                                                                                                                                         | 1 |
| Small town feel, green spaces                                                                                                                                                                                                                           | 1 |
| Small town feel and community.                                                                                                                                                                                                                          | 1 |
| small town community feel                                                                                                                                                                                                                               | 1 |
| small town atmosphere so don't destroy that                                                                                                                                                                                                             | 1 |
| Small town atmosphere - less suburban issues                                                                                                                                                                                                            | 1 |
| Small town appeal and the convenience to Atlanta                                                                                                                                                                                                        | 1 |
| Sense of community;                                                                                                                                                                                                                                     | 1 |
| Sense of community & family                                                                                                                                                                                                                             | 1 |
| Safety and location                                                                                                                                                                                                                                     | 1 |
| Safe and small feel -you know your neighbors                                                                                                                                                                                                            | 1 |
| Residents who care about where we live.                                                                                                                                                                                                                 | 1 |
| Publix                                                                                                                                                                                                                                                  | 1 |
| Proximity to major city for jobs                                                                                                                                                                                                                        | 1 |
| Proximity to I20 and the expansion of metro Atlanta                                                                                                                                                                                                     | 1 |
| Proximity to I-20 and Atlanta as well as Birmingham.                                                                                                                                                                                                    | 1 |
| Proper planning (at least in some areas)                                                                                                                                                                                                                | 1 |
| Plans are well underway to accommodate growth.                                                                                                                                                                                                          | 1 |
| People                                                                                                                                                                                                                                                  | 1 |
| Parks                                                                                                                                                                                                                                                   | 1 |
| Our strong sense of community. Our location. Remembering what brought us to where we are today. Our conviction that we are all one family and our standing together to reject outside disruptive and destructive influences by those seeking to profit. | 1 |
| Opportunity for positive controlled growth                                                                                                                                                                                                              | 1 |
| Nothing. We are doing nothing to preserve the history of Villa Rica. All the mayor and City council wants is to cram more people into this already overpopulated city all the while not fixing the infrastructure and bringing what we have up to date. | 1 |
| Nothing! Mayer and all council members should be removed                                                                                                                                                                                                | 1 |
| Nothing                                                                                                                                                                                                                                                 | 1 |
| Not sure. More jobs available potentially                                                                                                                                                                                                               | 1 |
| Not aware of any great strengths                                                                                                                                                                                                                        | 1 |
| None that I can see currently.                                                                                                                                                                                                                          | 1 |
| None                                                                                                                                                                                                                                                    | 1 |



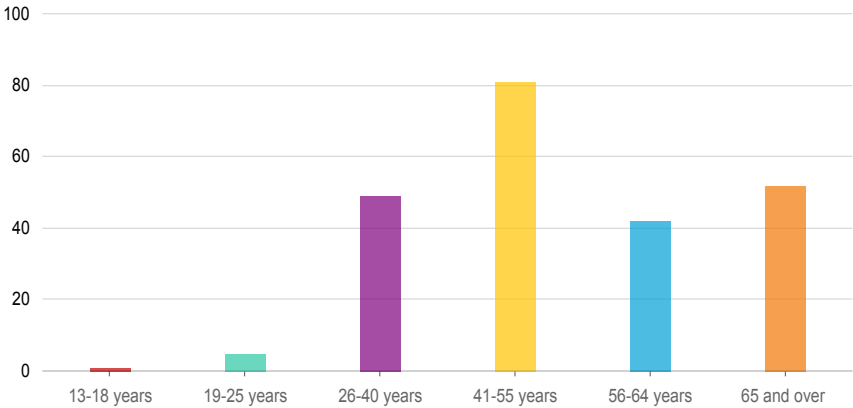
|                                                                                                                                                   |   |
|---------------------------------------------------------------------------------------------------------------------------------------------------|---|
| No over populated                                                                                                                                 | 1 |
| Need good managers                                                                                                                                | 1 |
| More community involvement,                                                                                                                       | 1 |
| Money money money                                                                                                                                 | 1 |
| Mirror Lake Subdivision !                                                                                                                         | 1 |
| Mirror Lake (the lake), continued investment in parks & trails, equitable access to affordable housing                                            | 1 |
| Maintaining small town feel                                                                                                                       | 1 |
| Location/quint community/potential with the increased funding in many areas.                                                                      | 1 |
| Location.                                                                                                                                         | 1 |
| location, the number of people who care about our community and want good things to happen                                                        | 1 |
| Location, people.                                                                                                                                 | 1 |
| location, affordability, quality of life                                                                                                          | 1 |
| Location!                                                                                                                                         | 1 |
| Location and access to safe community                                                                                                             | 1 |
| Local festivals, rec department, children and youth programs and festivals                                                                        | 1 |
| Keeping the small town community feel seems to be what most residents have in common                                                              | 1 |
| Keeping it a small town.                                                                                                                          | 1 |
| keeping empty nesters                                                                                                                             | 1 |
| It's people                                                                                                                                       | 1 |
| its not too late to save the city if we act now                                                                                                   | 1 |
| It's location, controlled growth, keeping homeowners tax base as low as possible                                                                  | 1 |
| Its location                                                                                                                                      | 1 |
| It's access to the interstate                                                                                                                     | 1 |
| It being small.                                                                                                                                   | 1 |
| Interstate access will make it easier for us to move to another town with affordable housing.                                                     | 1 |
| Industrial job market                                                                                                                             | 1 |
| Improvement of local parks and recreation centers.                                                                                                | 1 |
| I have lived here only a short time, so I'm unable to answer some questions                                                                       | 1 |
| I dont see any.                                                                                                                                   | 1 |
| I don't know I don't see it being positive                                                                                                        | 1 |
| I can't see things getting much better if you don't stop selling out the town to developers for profit. You are r<br>uining a nice place to live. | 1 |
| Hopefully it will be listening to the "common" people and not the politicians.                                                                    | 1 |
| Hopefully it can keep the small town feel                                                                                                         | 1 |
| Hopefully deterring new growth                                                                                                                    | 1 |
| Hometown feel, parks and recreation, good police force                                                                                            | 1 |

|                                                                                                                        |   |
|------------------------------------------------------------------------------------------------------------------------|---|
| Hometown community                                                                                                     | 1 |
| Historical Villa Rica Homes the way they are not destroying homes for renew roads                                      | 1 |
| historic areas                                                                                                         | 1 |
| Green spaces provided for current residents.                                                                           | 1 |
| Green space                                                                                                            | 1 |
| Great question.                                                                                                        | 1 |
| Great question, however based on our current trajectory, I don't seem future strength                                  | 1 |
| Great planning                                                                                                         | 1 |
| Good Place to raise a family, Great for older people, School are good                                                  | 1 |
| Good living                                                                                                            | 1 |
| good leadership                                                                                                        | 1 |
| Family                                                                                                                 | 1 |
| Even as the city grows, it still holds a close, small town feel that I enjoy. Keeping that feeling is important to me. | 1 |
| Educational opportunities                                                                                              | 1 |
| Economic diversoty                                                                                                     | 1 |
| Easy access to I 20 for travel to the city for work.                                                                   | 1 |
| Do not see any currently, if trends continue as they are today. I will likely move away.                               | 1 |
| Diversity and financial income for the city/county.                                                                    | 1 |
| Diversity                                                                                                              | 1 |
| Continue with a small town community feel                                                                              | 1 |
| Conservatives                                                                                                          | 1 |
| Concentrate on family wellbeing and not business                                                                       | 1 |
| Community cohesion                                                                                                     | 1 |
| Community                                                                                                              | 1 |
| Combination of yesterday and tomorrow                                                                                  | 1 |
| Close to major city and interstate                                                                                     | 1 |
| Close enough to Atlanta to commute far enough to not deal with the traffic.                                            | 1 |
| C                                                                                                                      | 1 |
| Being open to change is the greatest strength.                                                                         | 1 |
| Being able to adjust to the current environment and economic needs                                                     | 1 |
| Because Villa Rica is next to I -20 there should be a lot more industry witch means more jobs.,                        | 1 |
| As right now I don't see any                                                                                           | 1 |
| Adjacency to large cities.                                                                                             | 1 |
| Access to local school system, health care, housing.                                                                   | 1 |
| Access to Interstate...                                                                                                | 1 |

|                                                                                               |   |
|-----------------------------------------------------------------------------------------------|---|
| Accepting the diversity of this city, and the population growth.                              | 1 |
| A willingness on behalf of our City Council to push for a better way forward for us together. | 1 |
| A new generation should be taking official seats.                                             | 1 |
| ??                                                                                            | 1 |
| ? People                                                                                      | 1 |
| the close proximity to the city and the nature                                                | 1 |

Answered: 159 Skipped: 74

What is your age?



| Answers     | Count | Percentage |
|-------------|-------|------------|
| 13-18 years | 1     | 0.43%      |
| 19-25 years | 5     | 2.15%      |
| 26-40 years | 49    | 21.03%     |
| 41-55 years | 81    | 34.76%     |
| 56-64 years | 42    | 18.03%     |
| 65 and over | 52    | 22.32%     |

Answered: 230 Skipped: 3



**Villa Rica Comprehensive  
Plan Update  
Visioning / Open House  
Feedback Results**

---

**What do you love about Villa Rica?**

- We have history!
- The amphitheater
- Everyone is so friendly and helpful
- Senior center
- Small town feel (commented many times)
- Nature
- Small town but you can find most of what you need
- The people and community
- Outdoor theater
- Quiet, good community
- Quiet and low key with lots of trees
- Gold Dust park
- Library
- Love this town, my home town
- The friendly environment/downtown

**What do you want to change about Villa Rica?**

- Let's clean up our commercial spaces...building facades, trash, landscaping, etc
- Volunteer community clean up days – let's all help beautify
- Require a GADL to drive golf carts
- More small, family-owned restaurants
- Dedicated cart paths and parking
- Can we use permeable concrete whenever possible?
- More 55+ housing
- Liquor sales
- More nature trails and dog parks
- Larger facility for senior citizens
- Less big city, more hometown
- More wholesome places for the youth (more sports facilities)
- Dog parks
- Sidewalks, roundabouts – Hickory Level behind Home Depot
- Exercise room in senior center:
  - Instead of ping pong table that's not used, use the space for senior exercise equipment. 1) bicycle with a padded chair that you can sit on. 2) resistant bands to workout hands and arms by pulling from a metal structure for upper body workouts!! 3) 3 to 4 padded chairs that you can sit on. 2) resistant bands to workout hands and arms by pulling from a metal structure for upper body workouts!! 3) 3 to 4 foot pool for exercise for senior mobility! 4) widescreen TV in cafeteria for health info and recipes for single individuals that lost their partner!
- Fix alley way in downtown Villa Rica for more marketing (online)
- Less traffic (industrial/Rockmart Rd)



**Villa Rica Comprehensive  
Plan Update  
Visioning / Open House  
Feedback Results**

- 
- Add skate-park for kids to stay out of trouble
  - More community service projects
  - More awesome restaurants and shopping locations





# VILLA RICA's *renaissance*

2025 Growth Outlook

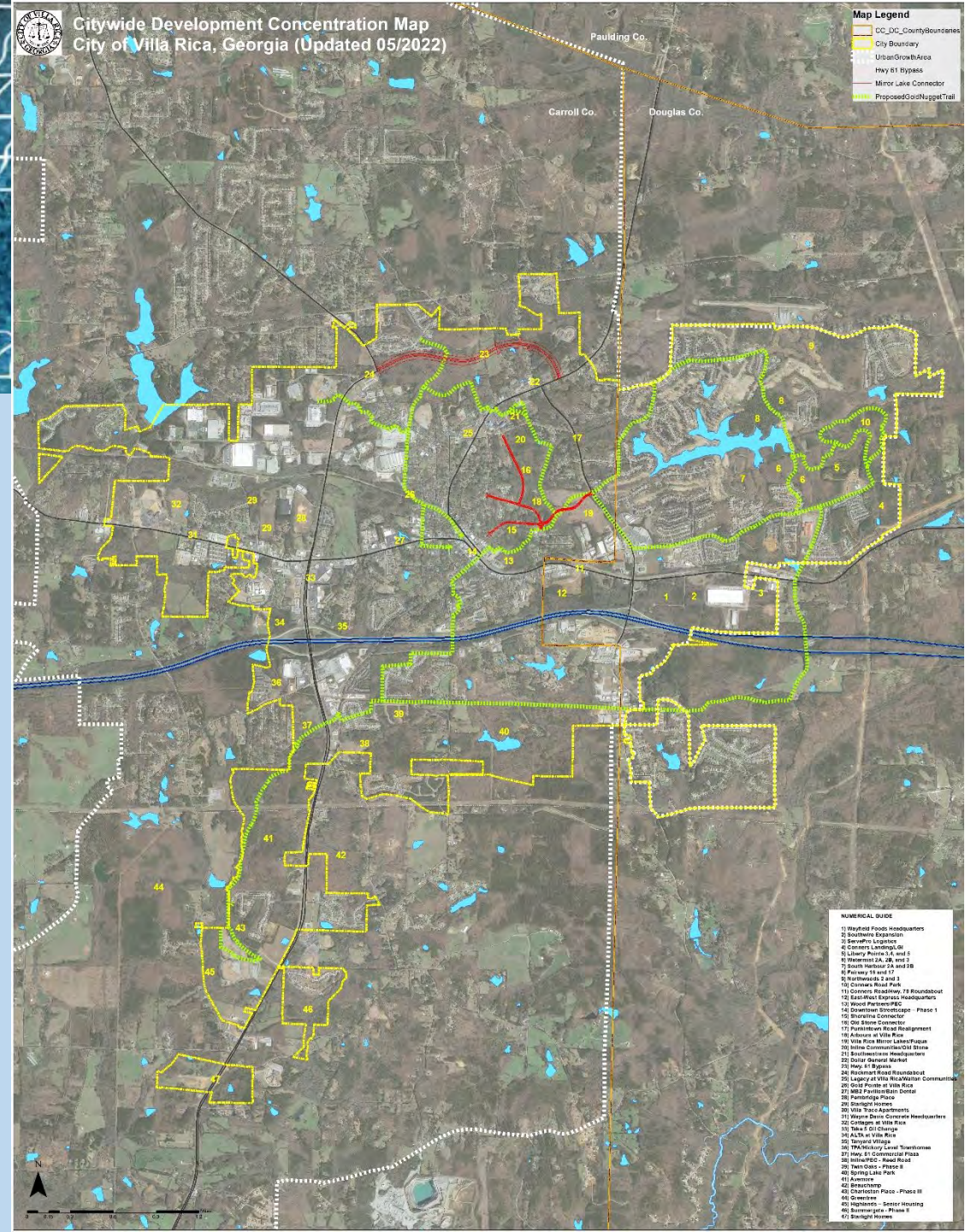




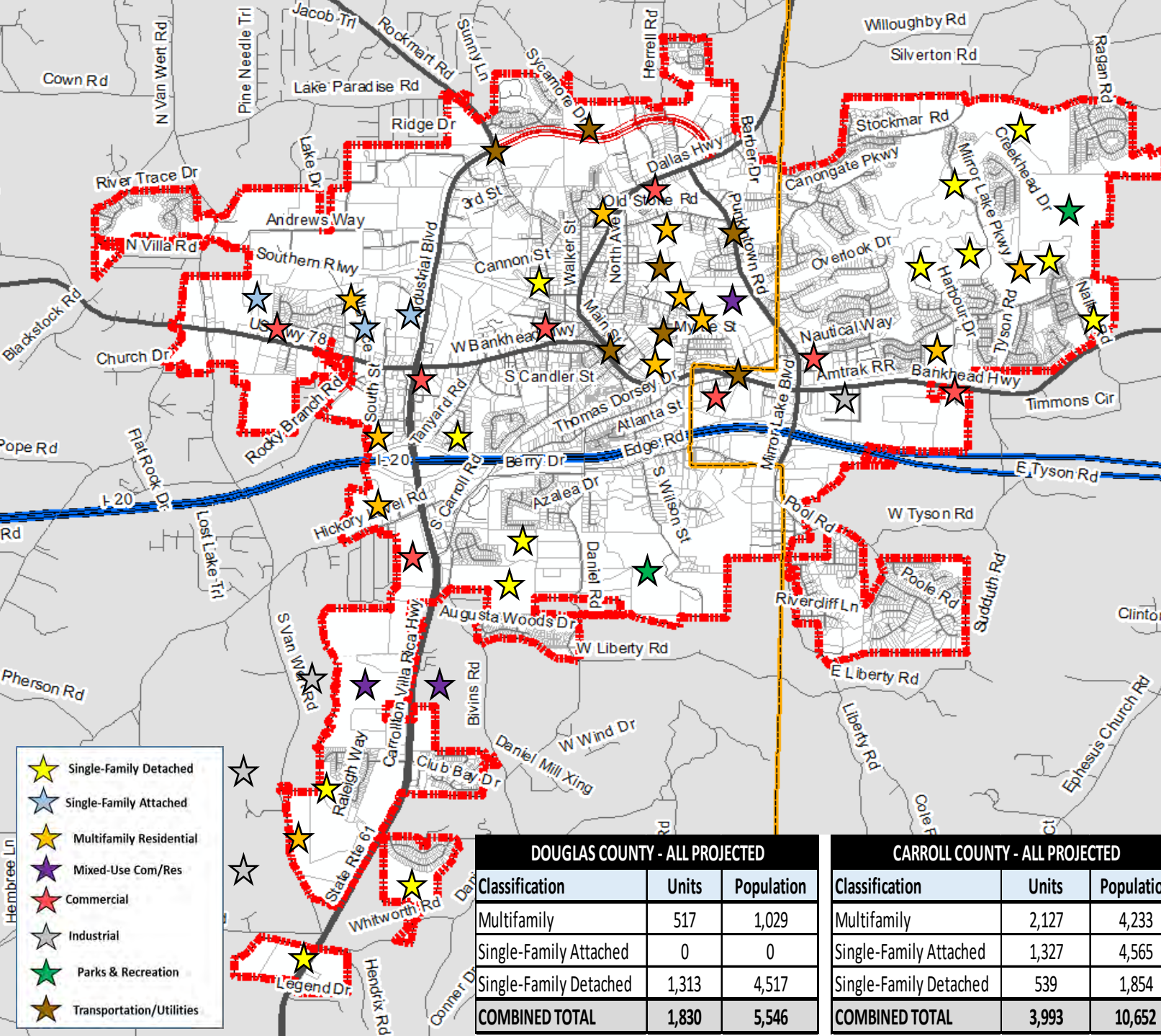


## CARROLL COUNTY DOUGLAS COUNTY

- 1) Wayfield Foods Headquarters
- 2) Southwire Expansion
- 3) ServePro Logistics
- 4) Conners Landing/LGI
- 5) Liberty Pointe 3,4, and 5
- 6) Tract 1 – Conners Road
- 7) Watermist 2A, 2B, and 3
- 8) South Harbour 2A and 2B
- 9) Fairway 16 and 17
- 10) Northwoods 2 and 3
- 11) Conners Road Park
- 12) Connors Road/Hwy. 78 Roundabout
- 13) East-West Express Headquarters
- 14) Wood Partners/PEC
- 15) Downtown Streetscape – Phase 1
- 16) Shoreline Connector
- 17) Old Stone Connector
- 18) Punkintown Road Realignment
- 19) Arbours at Villa Rica
- 20) Villa Rica Mirror Lakes/Fuqua
- 21) Inline Communities
- 22) VERIDA Headquarters
- 23) Hwy. 61 Bypass
- 24) Rockmart Road Roundabout
- 26) Legacy at Villa Rica/Walton Communities
- 26) Gold Pointe at Dogwood
- 27) MB2 Pavilion/Bain Dental
- 28) Pembridge Place/Rockhaven
- 29) Starlight Homes
- 30) Villa Trace Apartments
- 31) Wayne Davis Concrete Headquarters
- 32) Cottages at Villa Rica
- 33) Take 5 Oil Change
- 34) ALTA at Villa Rica
- 35) Tanyard Village
- 36) TPA/Hickory Level Townhomes
- 37) Hwy. 61 Commercial Plaza
- 38) Inline Communities/Reed Road
- 39) Twin Oaks - Phase II
- 40) Spring Lake Park
- 41) Avemore
- 42) Beauchamp
- 43) Charleston Place - Phase III
- 44) Greentree
- 45) Highlands – Senior Housing
- 46) Summergate - Phase II
- 47) Evergreen/Starlight Homes







| New Development Matrix |                                        |                                    |         |                      |                       |
|------------------------|----------------------------------------|------------------------------------|---------|----------------------|-----------------------|
| ID#                    | Project Name                           | Classification                     | Acreage | Units/Square Footage | Restrictions          |
| 1                      | Wayfield Foods Headquarters            | Commercial                         | 6.23    | 17,345               | -                     |
| 2                      | Southwire Expansion                    | Industrial                         | 36.83   | 237,600              | -                     |
| 3                      | ServPro Logistics Facility             | Industrial                         | 10.81   | 75,000               | -                     |
| 4                      | Conners Landing                        | Single-Family Detached             | 62.76   | 196                  | -                     |
| 5                      | Liberty Pointe                         | Single-Family Detached             | 47.30   | 298                  | -                     |
| 6                      | Tract 1 - Conners Road                 | Multifamily                        | 25.89   | 259                  | -                     |
| 7                      | Watermist III                          | Multifamily                        | 26.86   | 268                  | -                     |
| 7                      | Watermist 2A and 2B                    | Single-Family Detached             | 63.93   | 105                  | -                     |
| 8                      | South Harbor 2A and 2B                 | Single-Family Detached             | 62.54   | 84                   | -                     |
| 9                      | Fairway 16 and 17                      | Single-Family Detached             | 59.23   | 209                  | -                     |
| 10                     | Northwoods 2 and 3                     | Single-Family Detached             | 117.32  | 259                  | -                     |
| 11                     | Conners Road Park                      | Parks/Recreation                   | 159.30  | -                    | -                     |
| 12                     | Conners Road/Hwy. 78 Roundabout        | Transportation Improvement Project | -       | -                    | -                     |
| 13                     | East-West Express Headquarters         | Commercial                         | 33.50   | 18,000               | -                     |
| 14                     | Wood Partners/PEC                      | Multifamily                        | 24.90   | 300                  | -                     |
| 15                     | Downtown Streetscape - Phase I         | Transportation Improvement Project | -       | -                    | -                     |
| 16                     | Mirror Lake Connector                  | Transportation Improvement Project | -       | -                    | -                     |
| 17                     | Arbors of Villa Rica                   | Multifamily                        | 13.46   | 192                  | 192 - Income          |
| 18                     | Villa Rica Mirror Lakes/Fuqua          | Commercial                         | 60.07   | 75,000               | -                     |
|                        | Villa Rica Mirror Lakes/Fuqua          | Multifamily                        | -       | 208                  | -                     |
|                        | Villa Rica Mirror Lakes/Fuqua          | Single-Family Attached             | -       | 255                  | -                     |
| 19                     | Old Stone Connector                    | Transportation Improvement Project | -       | -                    | -                     |
| 20                     | Punkintown Realignment                 | Transportation Improvement Project | -       | -                    | -                     |
| 21                     | Inline Communities/Old Stone           | Multifamily                        | 61.93   | 302                  | -                     |
|                        | Inline Communities/Old Stone           | Single-Family Attached             | -       | 152                  | 152 - Age             |
|                        | Inline Communities/Old Stone           | Single-Family Detached             | -       | 91                   | 91 - Age              |
| 22                     | Verida Headquarters                    | Commercial                         | 13.80   | 36,000               | -                     |
| 23                     | Highway 61 Bypass                      | Transportation Improvement Project | -       | -                    | -                     |
| 24                     | Rockmart Road Roundabout               | Transportation Improvement Project | -       | -                    | -                     |
| 25                     | Legacy at Wilton Trail                 | Multifamily                        | 6.40    | 233                  | Age - 90/Income - 233 |
| 26                     | Gold Pointe at Dogwood                 | Single-Family Detached             | 5.10    | 15                   | -                     |
| 27                     | MB2 Pavilion/Bain Dental               | Commercial                         | 4.15    | 18,316               | -                     |
| 28                     | Pembridge Place/Rockhaven              | Single-Family Attached             | 21.75   | 210                  | -                     |
| 29                     | Starlight Homes                        | Single-Family Attached             | 29.21   | 268                  | -                     |
| 30                     | Villa Trace Apartments                 | Multifamily                        | 12.49   | 64                   | -                     |
| 31                     | Wayne Davis Concrete Headquarters      | Commercial                         | 2.07    | 12,200               | -                     |
| 32                     | Cottages at Villa Rica                 | Single-Family Attached             | 32.12   | 181                  | -                     |
| 33                     | Take 5 Oil Change                      | Commercial                         | 0.56    | 1,475                | -                     |
| 34                     | ALTA at Villa Rica                     | Multifamily                        | 16.06   | 305                  | -                     |
| 35                     | Tanyard Village                        | Single-Family Detached             | 20.04   | 34                   | -                     |
| 36                     | TPA/Hickory Level Townhouses           | Single-Family Attached             | 12.69   | 110                  | -                     |
| 37                     | Hwy. 61 Commercial Parcels/Kroger Hole | Commercial                         | 50.31   | 14 Outparcels        | -                     |
| 38                     | Inline Communities/Reed Road           | Single-Family Detached             | 75.00   | 181                  | -                     |
| 39                     | Twin Oaks - Phase II                   | Single-Family Detached             | 24.82   | 66                   | -                     |
| 40                     | Spring Lake Park                       | Parks/Recreation                   | 103.00  | -                    | -                     |
| 41                     | Avemore                                | Single-Family Detached             | 192.09  | 222                  | -                     |
|                        | Avemore                                | Multifamily - Senior               | -       | 300                  | 300 - Age             |
|                        | Avemore                                | Commercial                         | -       | 145,550              | -                     |
|                        | Avemore                                | Multifamily                        | -       | 233                  | -                     |
|                        | Avemore                                | Single-Family Attached             | -       | 70                   | -                     |
| 42                     | Beauchamp                              | Commercial                         | 65.00   | -                    | -                     |
|                        | Beauchamp                              | Single-Family Detached             | -       | -                    | -                     |
| 43                     | Charleston Place - Phase III           | Single-Family Detached             | 19.42   | 53                   | -                     |
| 44                     | Greentree/Tolbert - Unincorporated     | Industrial                         | 600.00  | -                    | -                     |
| 45                     | Summergate - Phase II                  | Single-Family Detached             | 52.63   | 60                   | -                     |
| 46                     | Highlands                              | Multifamily                        | 67.14   | 60                   | 60 - Age              |
| 47                     | Evergreen/Starlight Homes              | Single-Family Detached             | 92.08   | 318                  | -                     |

| DOUGLAS COUNTY - ALL PROJECTED |       |            | CARROLL COUNTY - ALL PROJECTED |       |            |
|--------------------------------|-------|------------|--------------------------------|-------|------------|
| Classification                 | Units | Population | Classification                 | Units | Population |
| Multifamily                    | 517   | 1,029      | Multifamily                    | 2,127 | 4,233      |
| Single-Family Attached         | 0     | 0          | Single-Family Attached         | 1,327 | 4,565      |
| Single-Family Detached         | 1,313 | 4,517      | Single-Family Detached         | 539   | 1,854      |
| COMBINED TOTAL                 | 1,830 | 5,546      | COMBINED TOTAL                 | 3,993 | 10,652     |

### NEW HOUSING UNITS

**Douglas County: 1,830**

**Carroll County: 3,993**

**UNDER CONSTRUCTION**

**Douglas: 342    Carroll: 422**

**IN PLAN REVIEW**

**Douglas: 259    Carroll: 334**



# MIRROR LAKE

P.U.D.

CITY OF VILLA RICA  
CARROLL & DOUGLAS COUNTY, GEORGIA

## REVISED MASTER PLAN

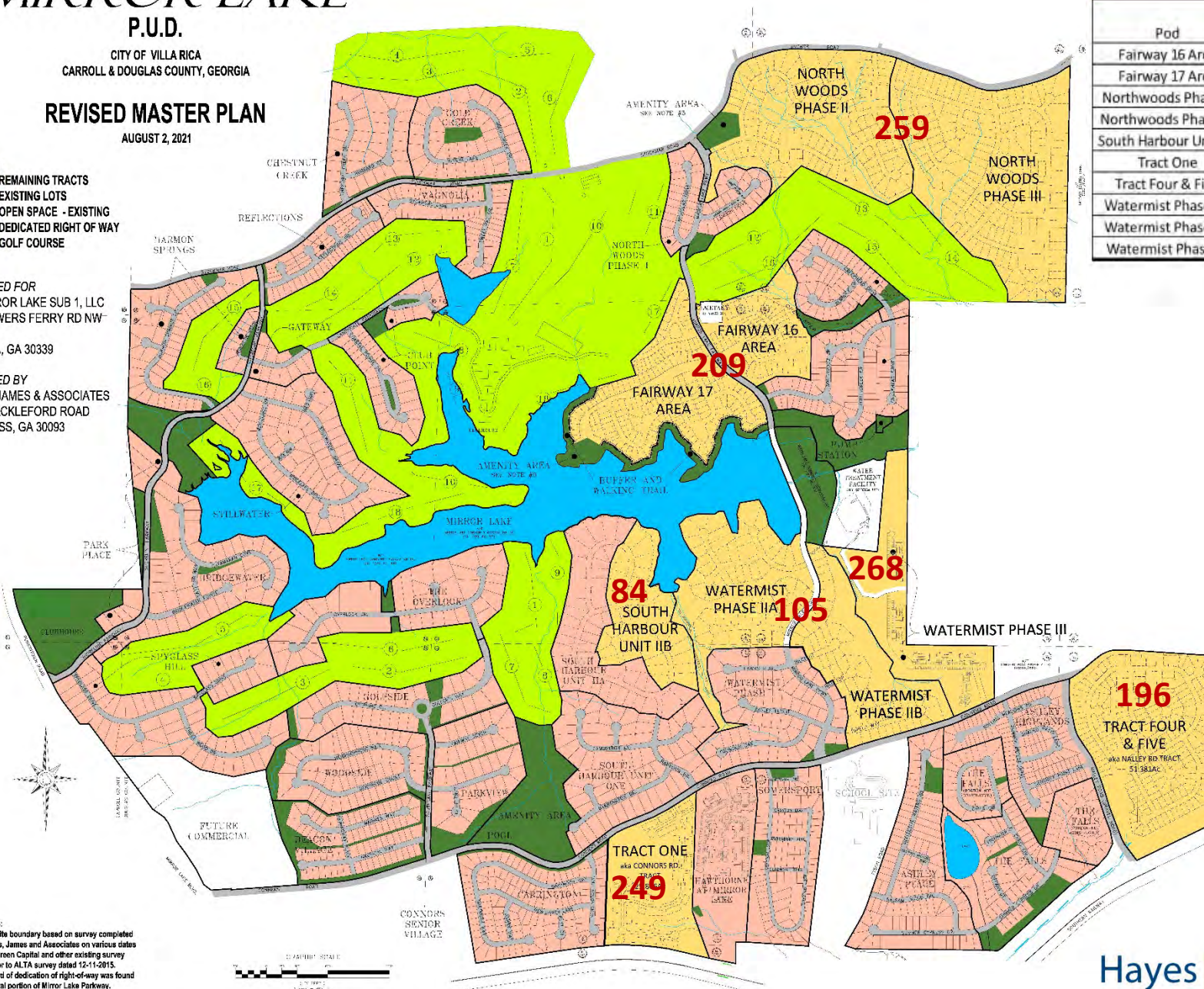
AUGUST 2, 2021

### LEGEND

- REMAINING TRACTS
- EXISTING LOTS
- OPEN SPACE - EXISTING
- DEDICATED RIGHT OF WAY
- GOLF COURSE

PREPARED FOR  
JLC MIRROR LAKE SUB 1, LLC  
6300 POWERS FERRY RD NW  
STE 600  
ATLANTA, GA 30339

PREPARED BY  
HAYES, JAMES & ASSOCIATES  
4145 SHACKLEFORD ROAD  
NORCROSS, GA 30093



- REFERENCES:
1. Composite boundary based on survey completed by Hayes, James and Associates on various dates for Fairgreen Capital and other existing survey data prior to ALTA survey dated 12-11-2015.
  2. No record of dedication of right-of-way was found for central portion of Mirror Lake Parkway.

### Undeveloped Portions of Land

| Pod                    | Min Lot Width (ft) | Land Use  | Available Acreage (AC) | Min Lot Size (sft) | Dwelling Per Acre | Maximum Total Lots |
|------------------------|--------------------|-----------|------------------------|--------------------|-------------------|--------------------|
| Fairway 16 Area        | 50                 | Cluster   | 17.55                  | 6,000-7,000        | 3.8               | 66                 |
| Fairway 17 Area        | 60                 | High Den. | 41.16                  | 7,500              | 3.7               | 152                |
| Northwoods Phase II    | 70                 | Med. Res. | 51.31                  | 8,000              | 2.0               | 105                |
| Northwoods Phase III   | 70                 | Med. Res. | 66.39                  | 8,000              | 2.3               | 154                |
| South Harbour Unit IIB | 90                 | Med. Res. | 19.57                  | 10,000             | 1.8               | 36                 |
| Tract One              | n/a                | MF        | 24.89                  | -                  | 10.0              | 249                |
| Tract Four & Five      | 50                 | High Den. | 51.38                  | 6,000              | 3.3               | 172                |
| Watermist Phase IIA    | 70                 | Med. Res. | 36.17                  | 8,000              | 1.5               | 56                 |
| Watermist Phase IIB    | 70                 | Med. Res. | 27.76                  | 8,000              | 1.8               | 49                 |
| Watermist Phase III    | n/a                | MF        | 26.86                  | 6,000              | 10.0              | 268                |

SINGLE FAMILY TOTAL PROPOSED : 790 LOTS

MULTIFAMILY TOTAL PROPOSED: 517 LOTS

MAXIMUM TOTAL PROPOSED: 1,307 LOTS

MAXIMUM TOTAL LOTS FOR MIRROR LAKE: 3,289 LOTS

**1,370 new housing units in Mirror Lake alone !!**

- Multifamily Units – 517
- Single Family Detached – 853

**“All but two developments (Tract One and Watermist III) should be complete or under construction within the next 24 months.”**

**We’ll look further into population projections and student enrollment later in the presentation.**

Hayes | James



# 2025 POPULATION GROWTH FORECAST

**2020 Census Population: 16,970** (based on Georgia Office of Redistricting)

**Douglas County – 7,264      Carroll County – 9,706**

**2022 Population Estimate: 18,319** (based on 01/2020 - 01/2022 Residential COs)

**Douglas – 7,897      Carroll: 10,422**

| DOUGLAS COUNTY - 2020-2022 |            |            |
|----------------------------|------------|------------|
| Classification             | New Units  | Population |
| Multifamily                | 0          | 0          |
| Single-Family Attached     | 0          | 0          |
| Single-Family Detached     | 184        | 633        |
| <b>COMBINED TOTALS</b>     | <b>184</b> | <b>633</b> |

| CARROLL COUNTY 2020-2022 |            |            |
|--------------------------|------------|------------|
| Classification           | New Units  | Population |
| Multifamily              | 0          | 0          |
| Single-Family Attached   | 0          | 0          |
| Single-Family Detached   | 208        | 716        |
| <b>COMBINED TOTALS</b>   | <b>208</b> | <b>716</b> |

**2025 Population Estimate: 30,490**

**Douglas – 11,836      Carroll: 19,015**

(based on Permitted Construction – 12,532 POP. INCREASE)

| DOUGLAS COUNTY - 2022-2025 |              |              |
|----------------------------|--------------|--------------|
| Classification             | New Units    | Population   |
| Multifamily                | 268          | 533          |
| Single-Family Attached     | 0            | 0            |
| Single-Family Detached     | 990          | 3,406        |
| <b>COMBINED TOTALS</b>     | <b>1,258</b> | <b>3,939</b> |

| CARROLL COUNTY 2022-2025 |              |              |
|--------------------------|--------------|--------------|
| Classification           | New Units    | Population   |
| Multifamily              | 1,214        | 4,176        |
| Single-Family Attached   | 1,076        | 3,701        |
| Single-Family Detached   | 240          | 716          |
| <b>COMBINED TOTALS</b>   | <b>2,530</b> | <b>8,593</b> |

**COMBINED UNITS UNDER CONSTRUCTION/PERMITTING/PLAN REVIEW: 3,788 NEW HOUSING UNITS**

## DENSITY DISTRBUCTIONS

Douglas County – 1,507 New Units

Carroll County – 2,432 New Units

## POPULATION CALCULATIONS

Multifamily – 1.99 persons/unit

Single-Family Attached – 3.44 persons/unit

Single-Family Detached – 3.44 persons/unit

## ALL RESIDENTIAL PROJECTS PROJECTED

| Classification         | Units        | Population    |
|------------------------|--------------|---------------|
| Multifamily            | 2,644        | 5,262         |
| Single-Family Attached | 1,327        | 4,565         |
| Single-Family Detached | 1,852        | 6,371         |
| <b>COMBINED TOTAL</b>  | <b>5,823</b> | <b>16,198</b> |

| New Development Matrix<br>CARROLL COUNTY |                        |         |       |                |                                |                |           |                   |
|------------------------------------------|------------------------|---------|-------|----------------|--------------------------------|----------------|-----------|-------------------|
| Project Name                             | Classification         | Acreage | Units | Restrictions?  | Status                         | County         | Sale/Rent | 24-Month Buildout |
| Legacy at Walton Park                    | Multifamily            | 6.40    | 233   | Income and Age | Completed (Phase 1) - 90 Units | Carroll County | Rent      | 143               |
| Arbours of Villa Rica                    | Multifamily            | 13.46   | 192   | Income         | Under Construction             | Carroll County | Rent      | 192               |
| Gordon Street East - Woodall/PEC         | Multifamily            | 24.88   | 300   | -              | Zoned - Concept Approved       | Carroll County | Rent      | -                 |
| Inline Communities/Old Stone             | Multifamily            | 61.93   | 302   | -              | Zoned - Concept Approved       | Carroll County | Rent      | 302               |
| Villa Trace Apartments                   | Multifamily            | 12.49   | 64    | -              | Zoned - Concept Approved       | Carroll County | Rent      | 64                |
| Avemore                                  | Multifamily            | -       | 233   | -              | Zoned - Concept Approved       | Carroll County | Rent      | -                 |
| Villa Rica Mirror Lakes - Fuqua          | Multifamily            | -       | 208   | -              | Under Construction             | Carroll County | Rent      | 208               |
| ALTA at Villa Rica                       | Multifamily            | 16.06   | 305   | -              | Under Construction             | Carroll County | Rent      | 305               |
| Avemore                                  | Multifamily - Senior   | -       | 290   | Age            | Zoned - Concept Approved       | Carroll County | Rent      | -                 |
| Rivershire Place (behind CCFD)           | Single-Family Attached | 21.75   | 210   | -              | Under Construction             | Carroll County | Sale      | 210               |
| Hickory Level Townhouses                 | Single-Family Attached | 12.69   | 110   | -              | Under Construction             | Carroll County | Sale      | 110               |
| Villa Rica Mirror Lakes                  | Single-Family Attached | -       | 255   | -              | Under Construction             | Carroll County | Sale      | 255               |
| Inline Communities/Old Stone             | Single-Family Attached | -       | 52    | Age            | Zoned - Concept Approved       | Carroll County | Sale      | 52                |
| Avemore                                  | Single-Family Attached | -       | 70    | -              | Zoned - Concept Approved       | Carroll County | Sale      | -                 |
| Inline Communities/Reed Road             | Single-Family Attached | 75.00   | 181   | -              | Zoned - Concept Approved       | Carroll County | Sale      | 181               |
| Cottages at Villa Rica                   | Single-Family Attached | 32.12   | 181   | Age            | Zoned - Concept Plan Approved  | Carroll County | Rent      | -                 |
| Starlight Homes                          | Single-Family Attached | 29.21   | 268   | -              | Under Construction             | Carroll County | Sale      | 268               |
| Beauchamp                                | Single-Family Detached | -       | -     | -              | Unincorporated                 | Carroll County | Sale      | -                 |
| Buildmore/White Street                   | Single-Family Detached | 5.10    | 15    | -              | Completed                      | Carroll County | Sale      | 15                |
| Tanyard Village                          | Single-Family Detached | 20.04   | 34    | -              | Under Construction             | Carroll County | Sale      | 15                |
| Charleston Place - Phase III             | Single-Family Detached | 19.42   | 53    | -              | Under Construction             | Carroll County | Sale      | 53                |
| Inline Communities/Old Stone             | Single-Family Detached | -       | 91    | Age            | Zoned - Concept Approved       | Carroll County | Sale      | 91                |
| Avemore                                  | Single-Family Detached | 192.09  | 220   | -              | Zoned - Concept Plan Approved  | Carroll County | Sale      | -                 |
| Summergate - Phase III                   | Single-Family Detached | 52.63   | 60    | -              | Zoned - Concept Plan Approved  | Carroll County | Sale      | -                 |
| Twin Oaks -Phase II                      | Single-Family Detached | 24.82   | 66    | -              | Under Construction             | Carroll County | Sale      | 66                |

| New Development Matrix<br>DOUGLAS COUNTY |                        |         |       |               |                          |                |           |                   |
|------------------------------------------|------------------------|---------|-------|---------------|--------------------------|----------------|-----------|-------------------|
| Project Name                             | Classification         | Acreage | Units | Restrictions? | Status                   | County         | Sale/Rent | 24-Month Buildout |
| Conners Road - Tract 1                   | Multifamily            | 25.86   | 249   | -             | Zoned - Concept Approved | Douglas County | Rent      | -                 |
| Watermist III                            | Multifamily            | 26.86   | 268   | -             | Zoned - Concept Approved | Douglas County | Rent      | -                 |
| Brandywine Lake - Phase 2                | Single-Family Detached | 41.81   | 100   | -             | Completed                | Douglas County | Sale      | -                 |
| Liberty Pointe - Phase I, II, and III    | Single-Family Detached | 29.71   | 223   | -             | Completed                | Douglas County | Sale      | -                 |
| Liberty Pointe - Phase IV and V          | Single-Family Detached | 29.71   | 75    | -             | Under Construction       | Douglas County | Sale      | 75                |
| Conners Landing                          | Single-Family Detached | 62.76   | 196   | -             | Under Construction       | Douglas County | Sale      | 196               |
| South Harbor 2A and 2B                   | Single-Family Detached | 62.54   | 84    | -             | Under Construction       | Douglas County | Sale      | 84                |
| Watermist 2A and 2B                      | Single-Family Detached | 63.93   | 105   | -             | Under Construction       | Douglas County | Sale      | 105               |
| Fairway 16 and 17                        | Single-Family Detached | 59.23   | 209   | -             | Zoned - Concept Approved | Douglas County | Sale      | 209               |
| Northwoods 2 and 3                       | Single-Family Detached | 117.32  | 259   | -             | Zoned - In plan review   | Douglas County | Sale      | 259               |

## 5,823 New Residential Units

Under Construction, Permitted, or Zoned/Platted

Current Population (2020 Census): 16,970

Projected Population Growth: +16,198

**Projection Period End Population: 33,168**

**3,458 Units currently Under Construction as of 07/2023**



# IMPACT ON LOCAL SCHOOLS

**990 Single-Family Detached Units in Douglas County**  
**517 Multifamily and Townhomes in Douglas County**

**Projection: 1,389 School-Aged Students (Douglas)**

| DOUGLAS COUNTY - 2022-2025 |  |              |              |            |            |            |              |
|----------------------------|--|--------------|--------------|------------|------------|------------|--------------|
|                            |  |              |              | 45%        | 25%        | 30%        |              |
|                            |  | Units        | Students     | Elem       | Middle     | High       | Total        |
| Apartments                 |  | 268          | 80           | 36         | 20         | 24         | 80           |
| Townhomes                  |  | 0            | 0            | 0          | 0          | 0          | 0            |
| Houses                     |  | 990          | 931          | 419        | 233        | 279        | 931          |
|                            |  | <b>1,258</b> | <b>1,011</b> | <b>455</b> | <b>253</b> | <b>303</b> | <b>1,011</b> |

**1,954 STUDENTS**

Based on the number of housing units under construction, issued an LDP, or in plan review.

| DOUGLAS COUNTY - ALL PROJECTED |  |              |              |            |            |            |              |
|--------------------------------|--|--------------|--------------|------------|------------|------------|--------------|
|                                |  |              |              | 45%        | 25%        | 30%        |              |
|                                |  | Units        | Students     | Elem       | Middle     | High       | Total        |
| Apartments                     |  | 517          | 155          | 70         | 38         | 47         | 155          |
| Townhomes                      |  | 0            | 0            | 0          | 0          | 0          | 0            |
| Houses                         |  | 1,313        | 1,234        | 555        | 309        | 370        | 1,234        |
|                                |  | <b>1,830</b> | <b>1,389</b> | <b>625</b> | <b>347</b> | <b>417</b> | <b>1,389</b> |

**3,188 STUDENTS**

Based on the number of housing units under construction, in plan review and have approved zoning and/or concept plans.

**539 Single-Family Detached Units in Carroll County\*\***  
**3,454 Multifamily and Townhomes in Carroll County\*\***

**Projection: 1,799 School-Aged Students (Carroll)**

\*\* There are 523 multifamily, 233 townhouse units, and 91 single-family detached units that are age restricted and will not contribute to the student population = 847 units.

| CARROLL COUNTY 2022-2025 |  |               |            |            |            |            |            |
|--------------------------|--|---------------|------------|------------|------------|------------|------------|
|                          |  |               |            | 45%        | 25%        | 30%        |            |
|                          |  | Units         | Students   | Elem       | Middle     | High       | Total      |
| Apartments               |  | 691*          | 207        | 93         | 52         | 62         | 207        |
| Townhomes                |  | 843*          | 691        | 311        | 173        | 207        | 691        |
| Houses                   |  | 149*          | 45         | 20         | 11         | 14         | 45         |
|                          |  | <b>1,683*</b> | <b>943</b> | <b>424</b> | <b>236</b> | <b>283</b> | <b>943</b> |

\* Excludes 523 MF, 233, TH, and 91 SF Age Restricted Units

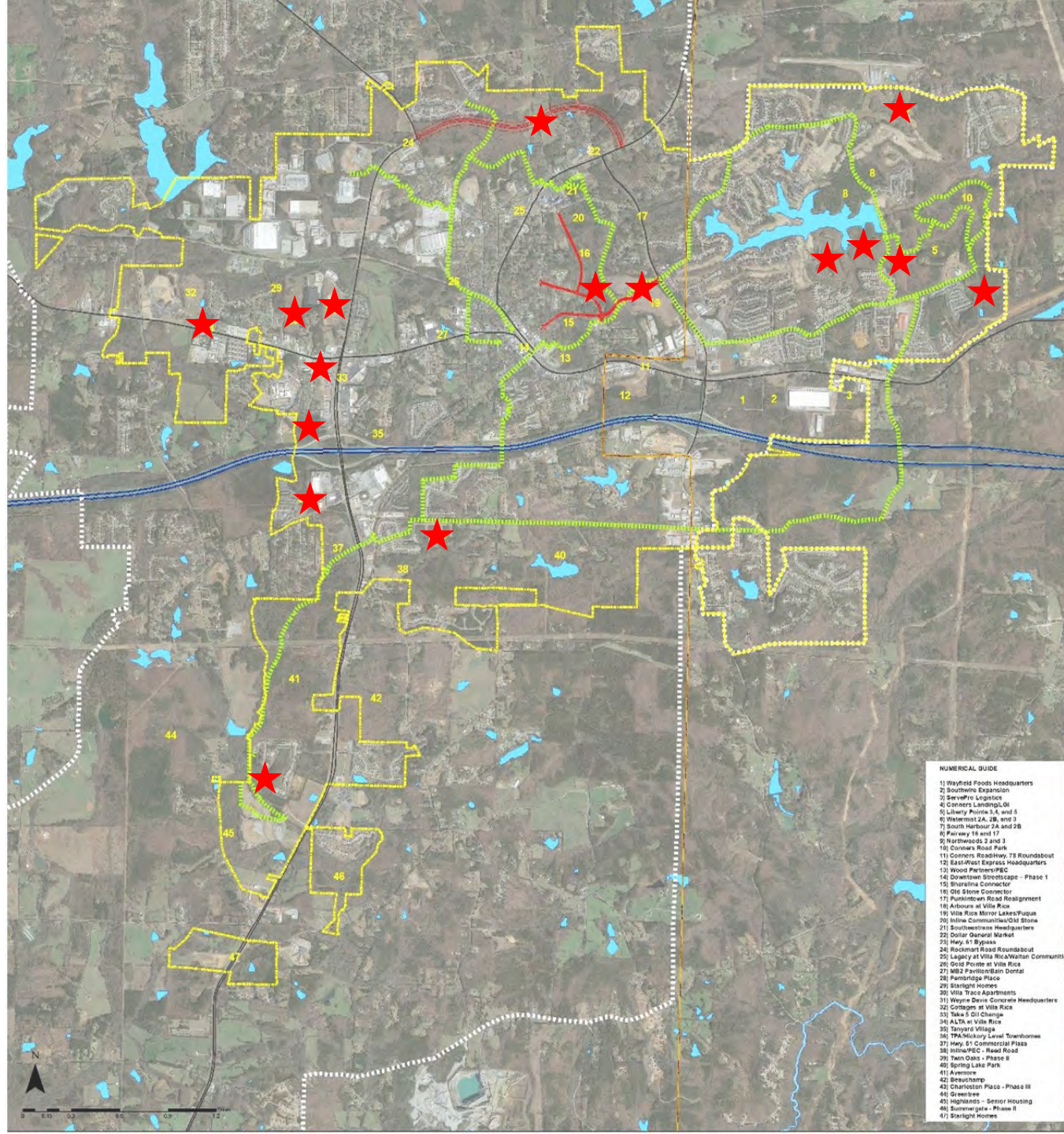
| CARROLL COUNTY - ALL PROJECTED |  |               |              |            |            |            |              |
|--------------------------------|--|---------------|--------------|------------|------------|------------|--------------|
|                                |  |               |              | 45%        | 25%        | 30%        |              |
|                                |  | Units         | Students     | Elem       | Middle     | High       | Total        |
| Apartments                     |  | 1,604*        | 481          | 216        | 120        | 144        | 481          |
| Townhomes                      |  | 1,094*        | 897          | 404        | 224        | 251        | 897          |
| Houses                         |  | 448*          | 421          | 189        | 105        | 126        | 421          |
|                                |  | <b>3,146*</b> | <b>1,799</b> | <b>810</b> | <b>450</b> | <b>522</b> | <b>1,799</b> |

\* Excludes 523 MF, 233, TH, and 91 SF Age Restricted Units



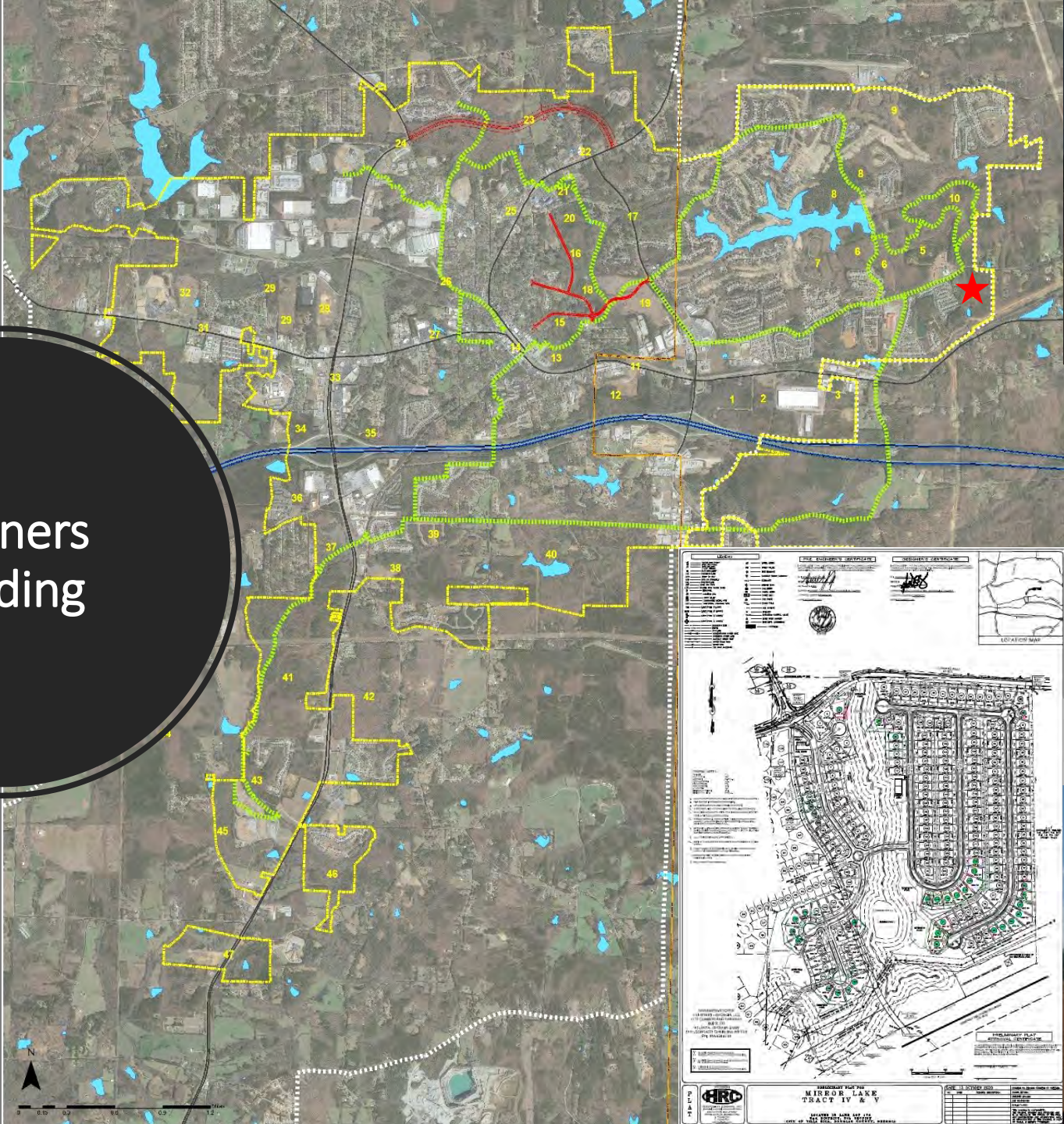
# Active Development Projects

★  
Active Development Projects



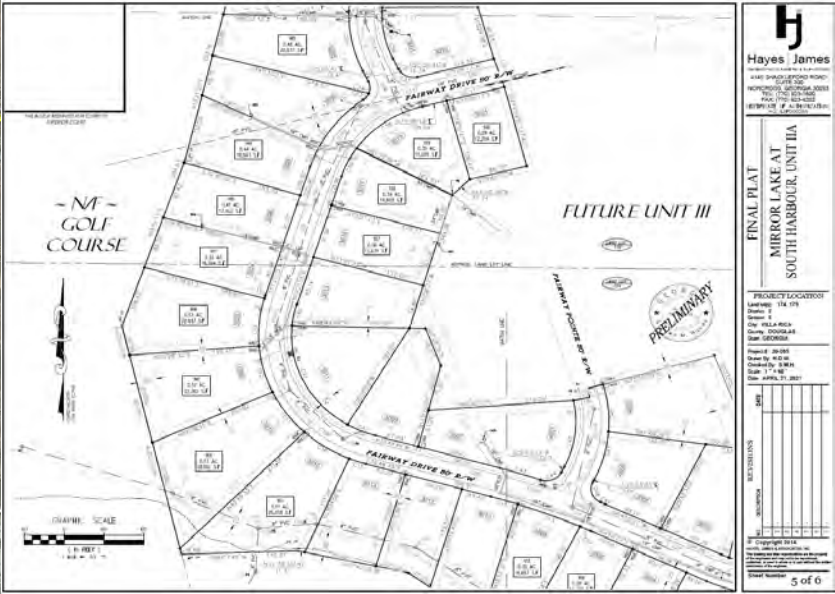
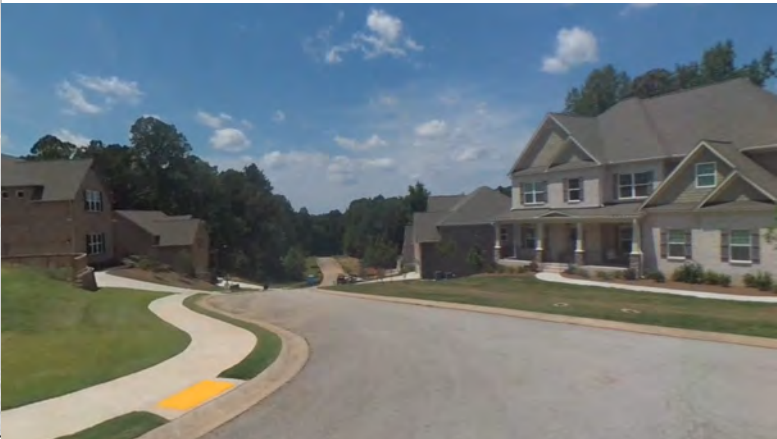
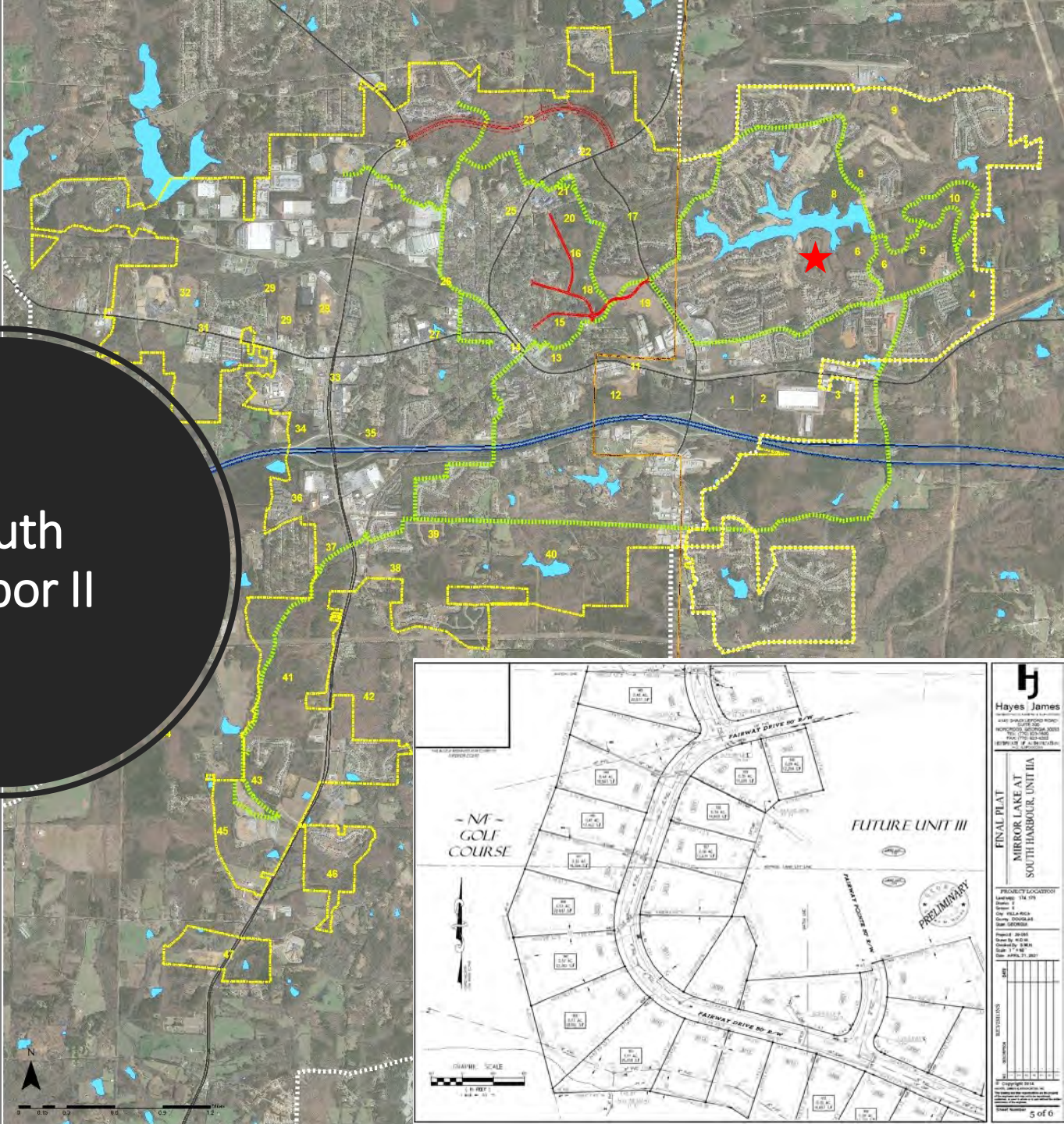


Conners  
Landing



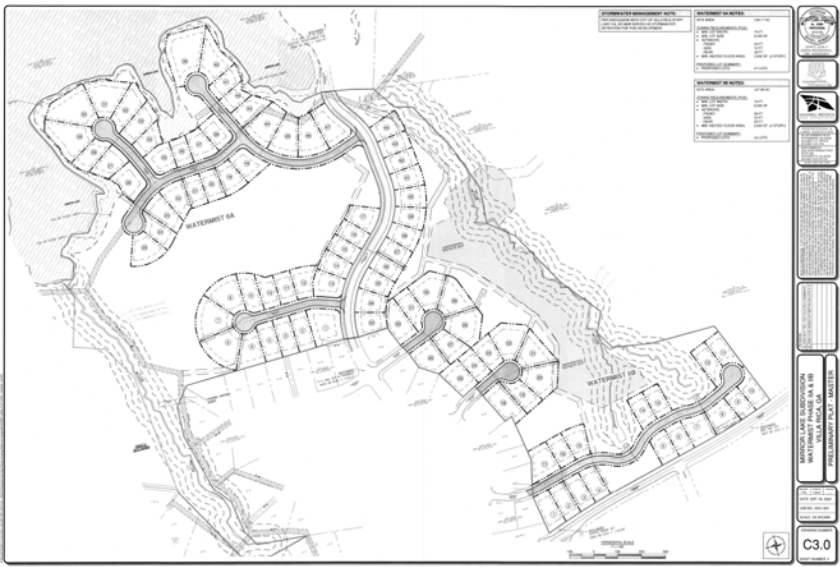
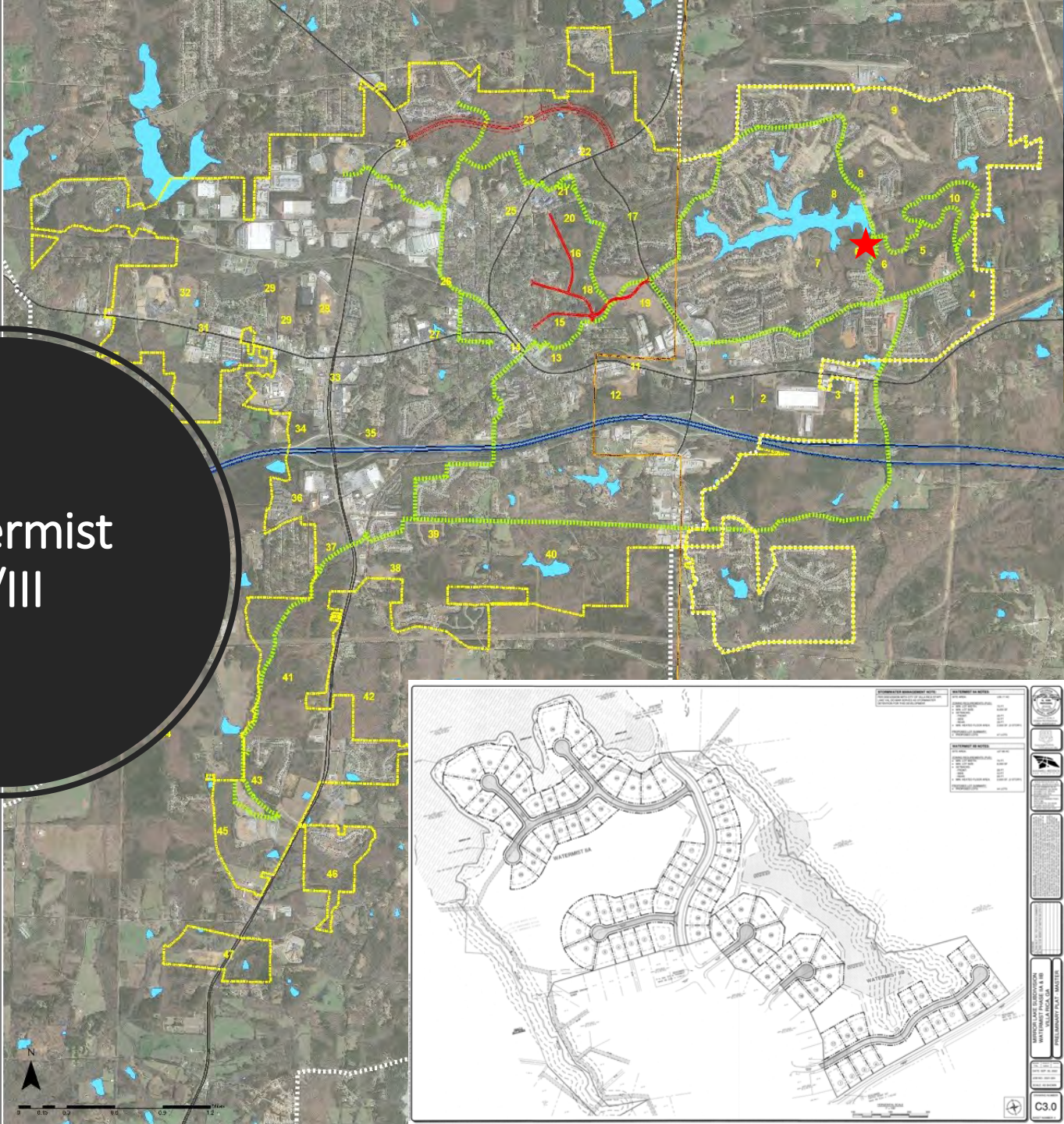


South Harbor II



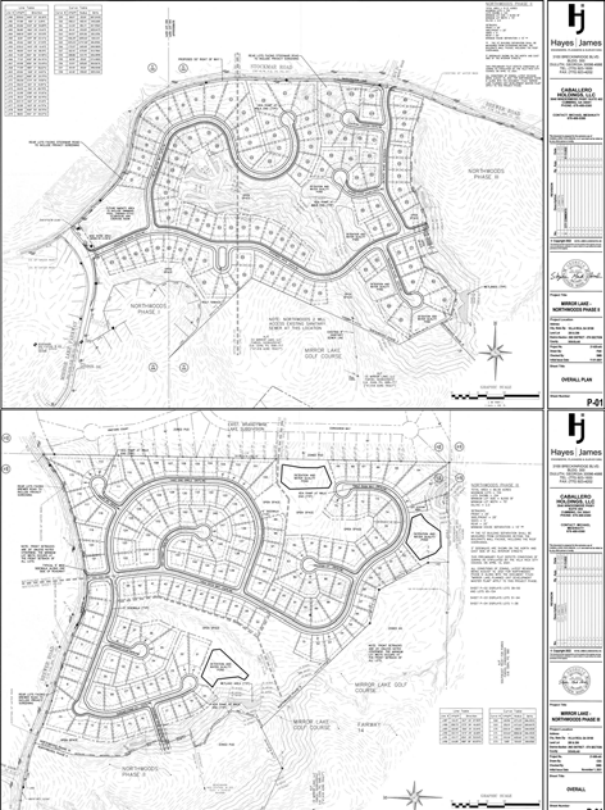


Watermist  
II/III





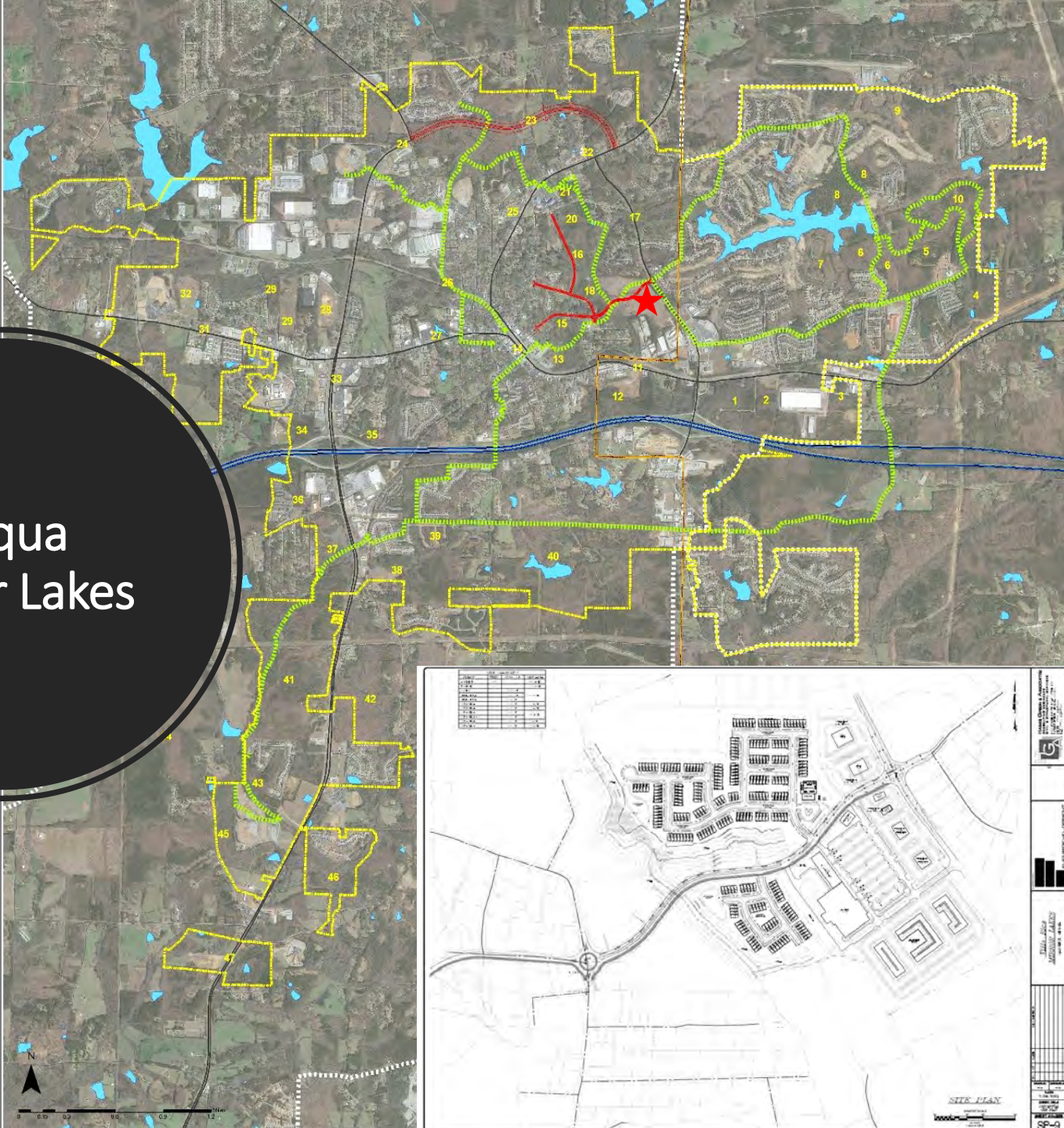
Northwoods  
II & III





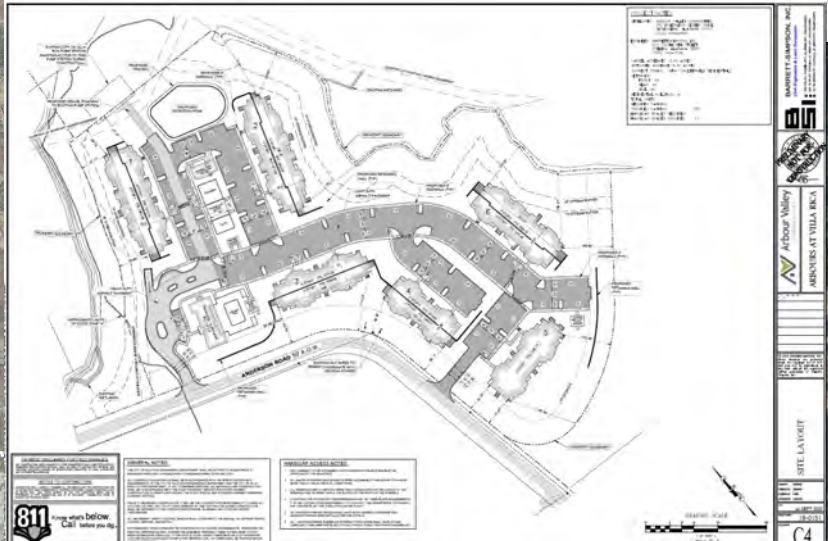
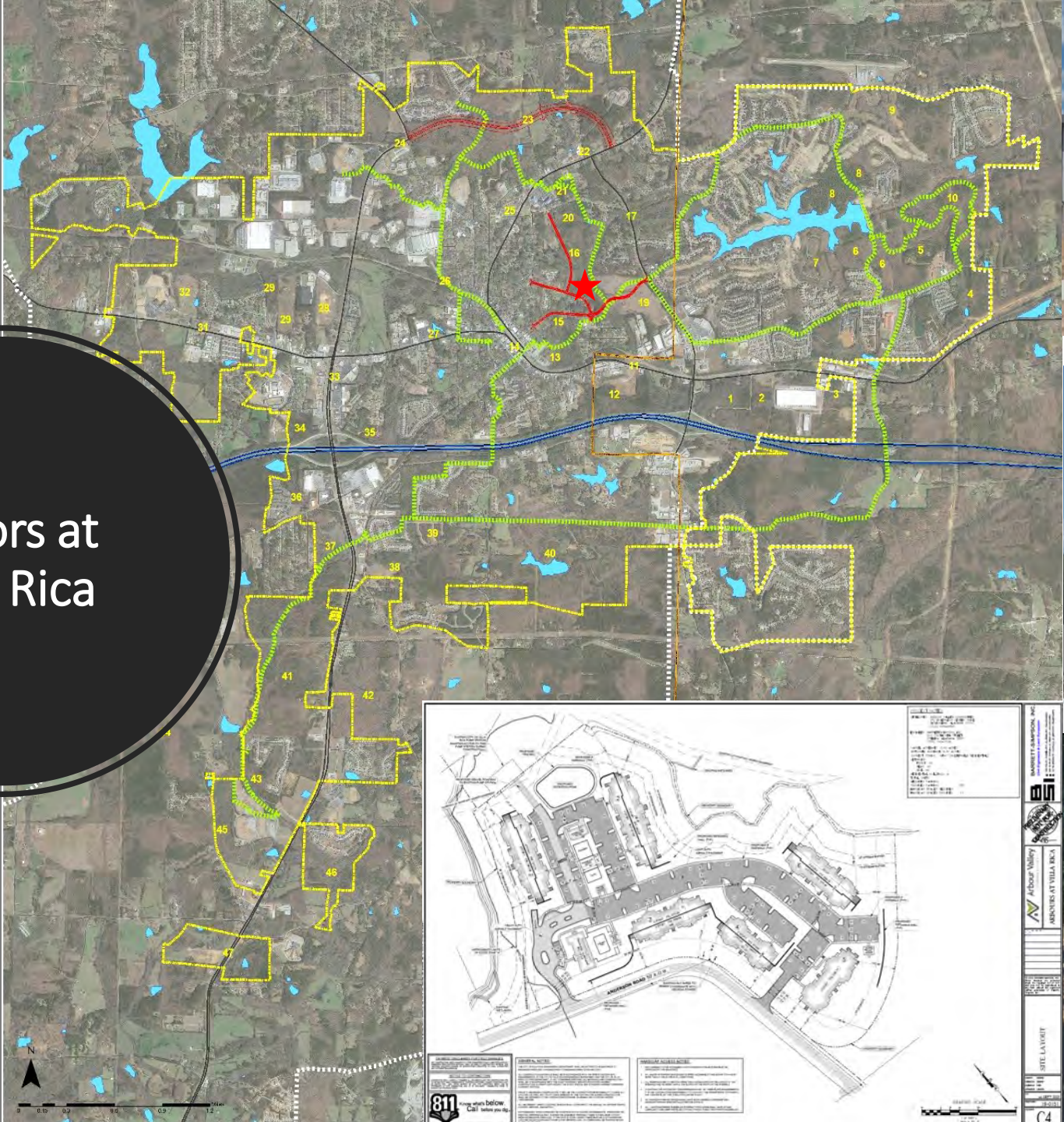
255 Single-Family Attached  
208 Multifamily  
75,000 sf Commercial

Fuqua  
Mirror Lakes





Arbors at  
Villa Rica







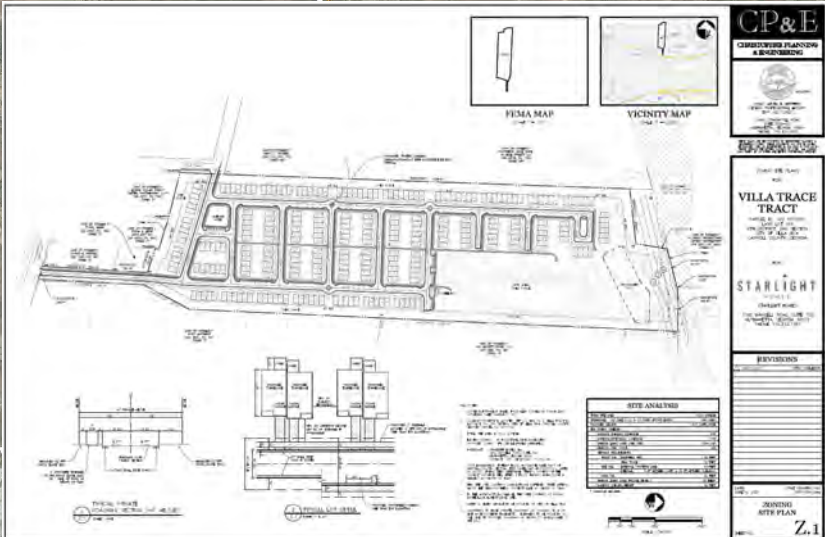
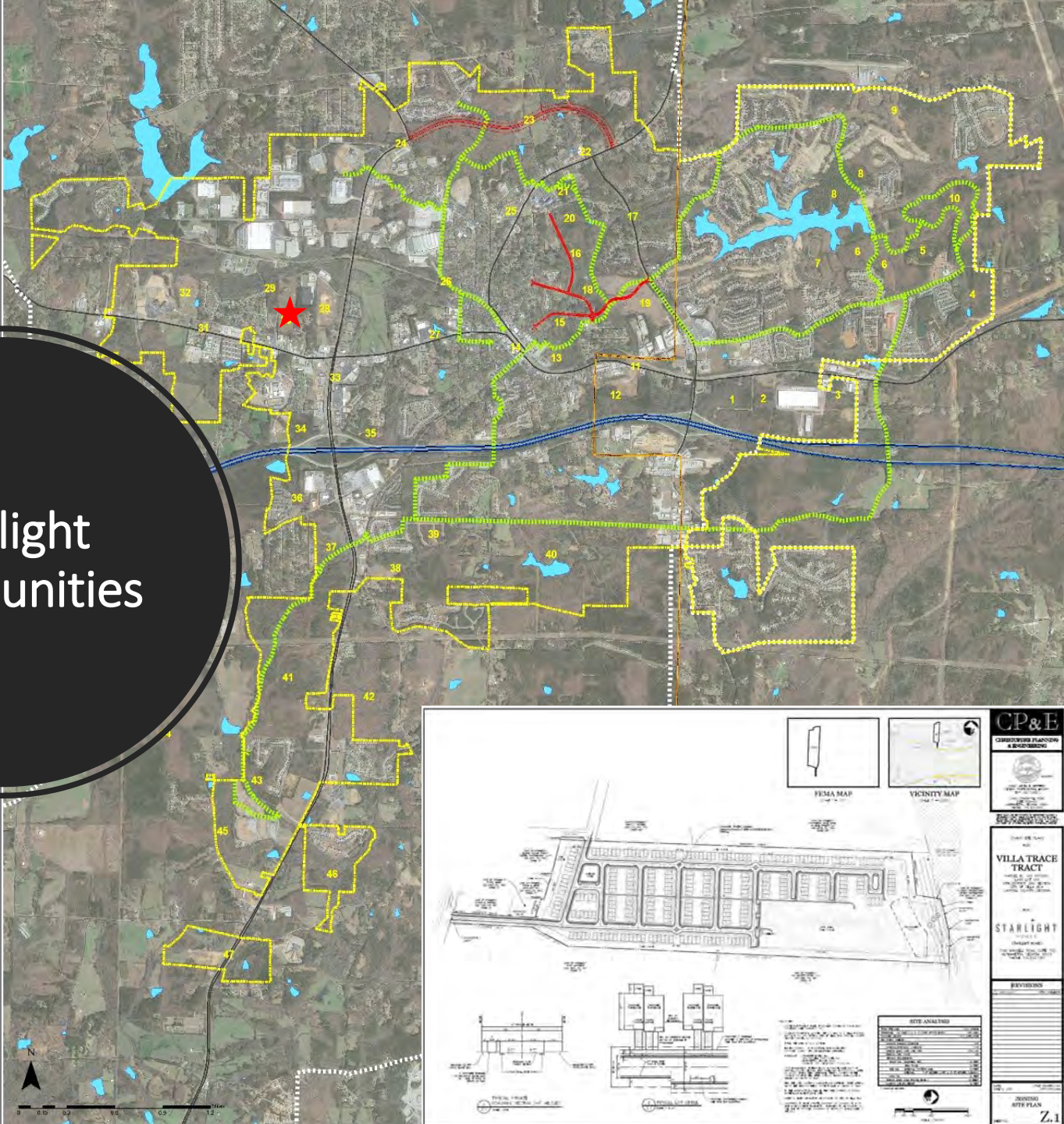


Carroll  
County Fire  
Rescue -  
Station 9





Starlight  
Communities



CP&E  
COMMUNITY PLANNING  
& ENGINEERING  
INCORPORATED  
10000 W. 100th Ave., Suite 100  
Denver, CO 80231  
(303) 440-1000  
WWW.CPANDENGINEERING.COM

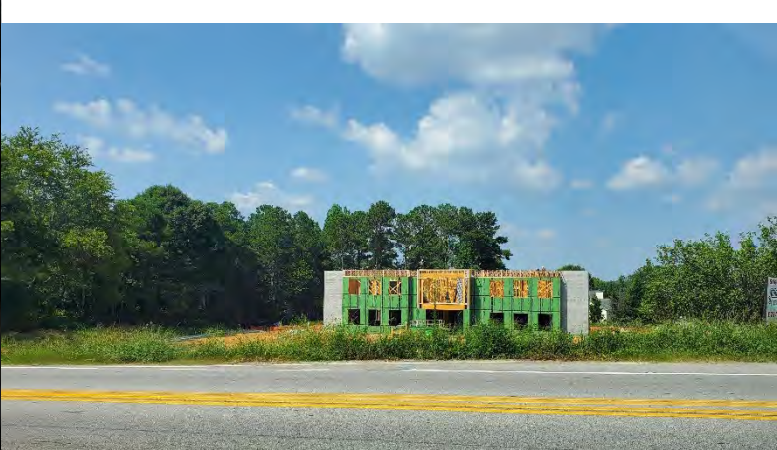
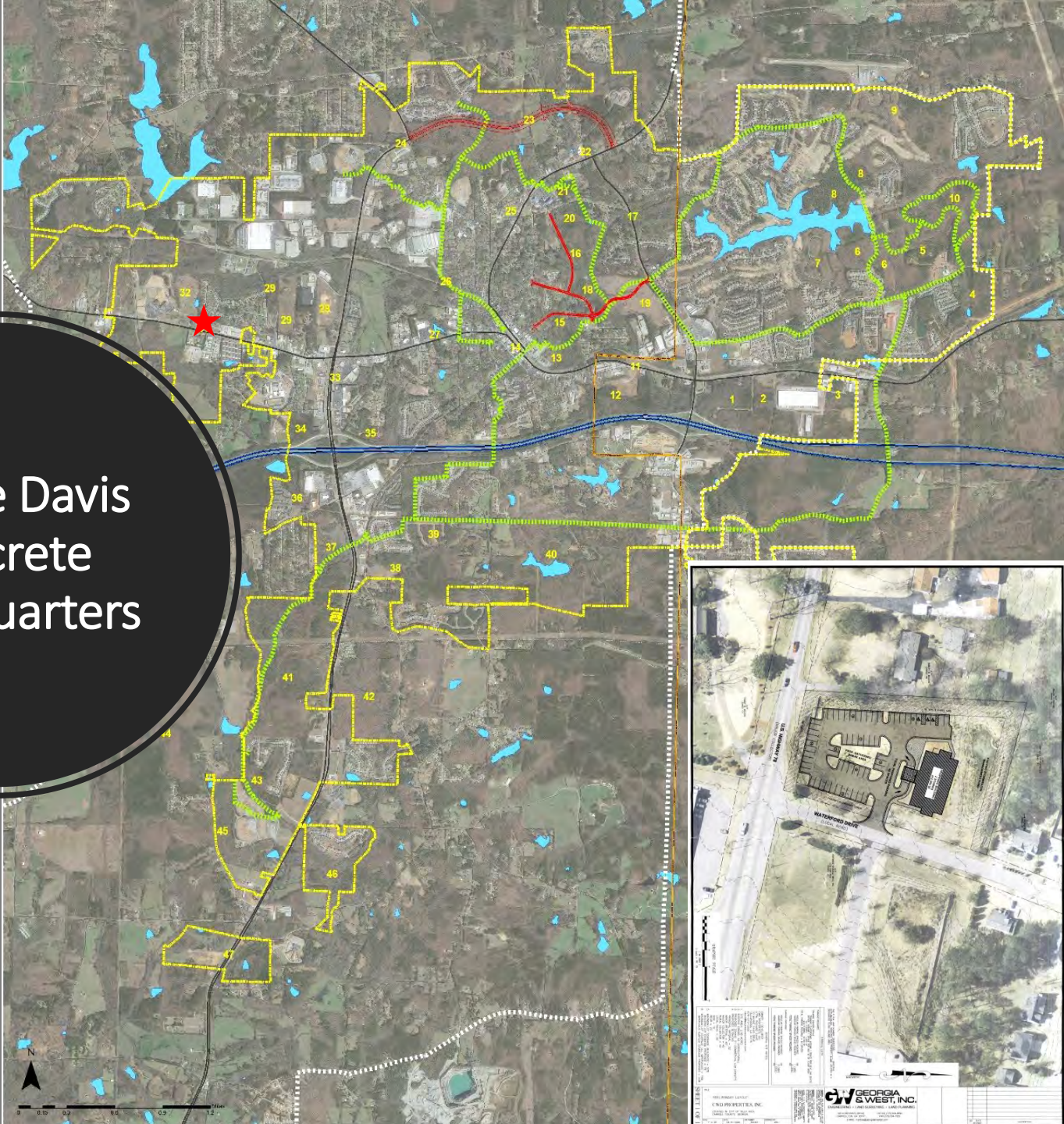
VILLA TRACE TRACT  
SUBDIVISION  
STARLIGHT  
COMMUNITIES  
REVISIONS

| NO. | DESCRIPTION       | DATE      |
|-----|-------------------|-----------|
| 1   | ISSUED FOR PERMIT | 10/1/2010 |
| 2   | REVISED           | 10/1/2010 |
| 3   | REVISED           | 10/1/2010 |
| 4   | REVISED           | 10/1/2010 |
| 5   | REVISED           | 10/1/2010 |
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| 46  | REVISED           | 10/1/2010 |

DESIGNED BY: CP&E  
CHECKED BY: CP&E  
DATE: 10/1/2010  
SCALE: AS SHOWN  
SHEET NO. 1 OF 1  
Z.1

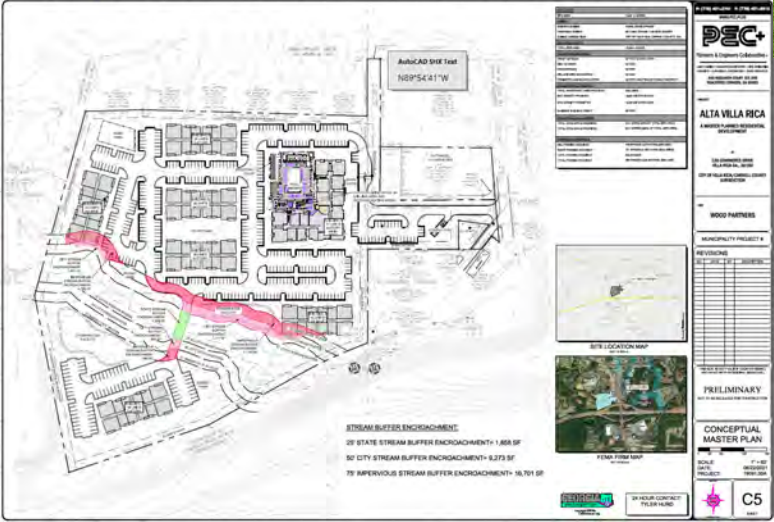
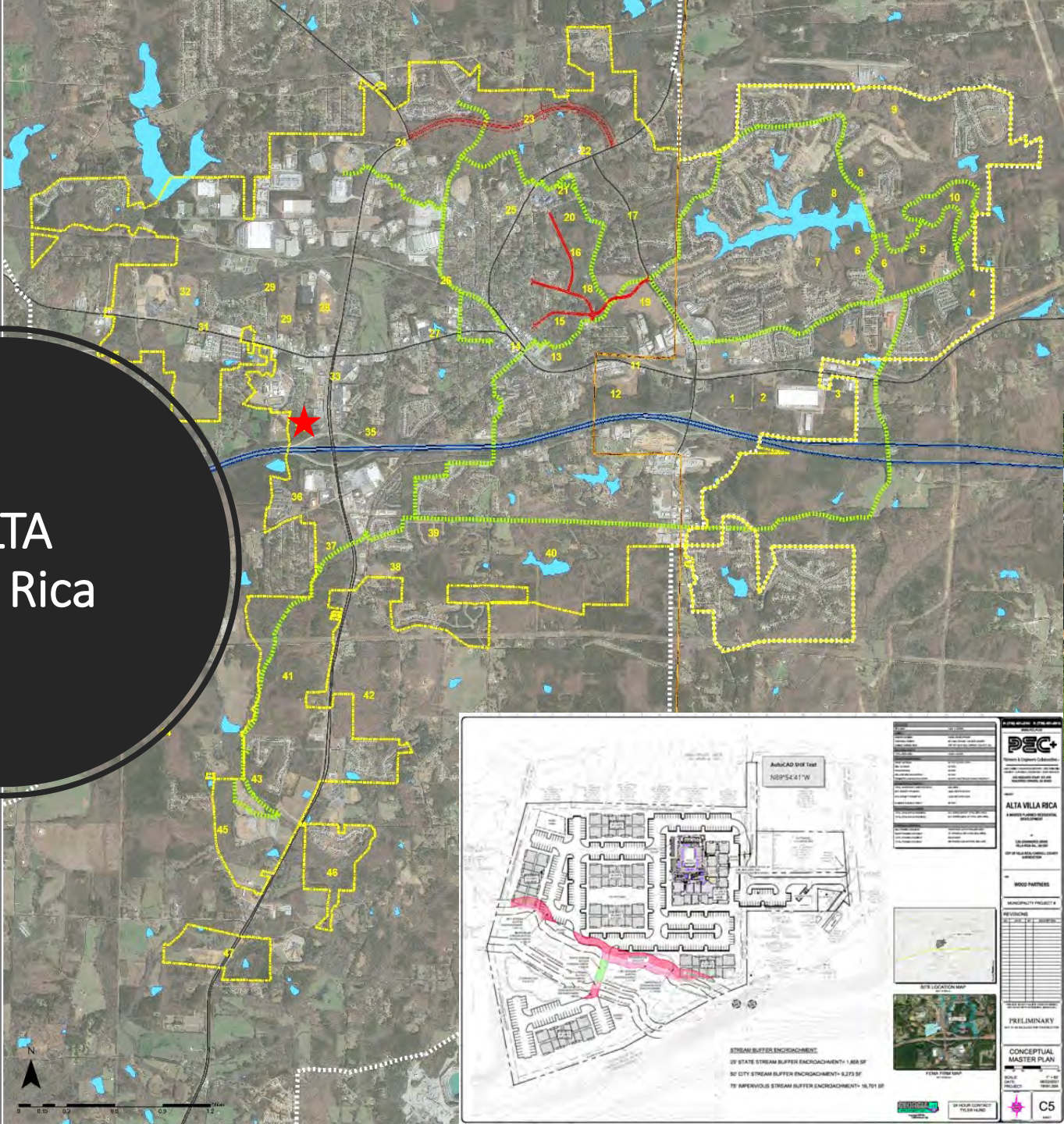


Wayne Davis  
Concrete  
Headquarters



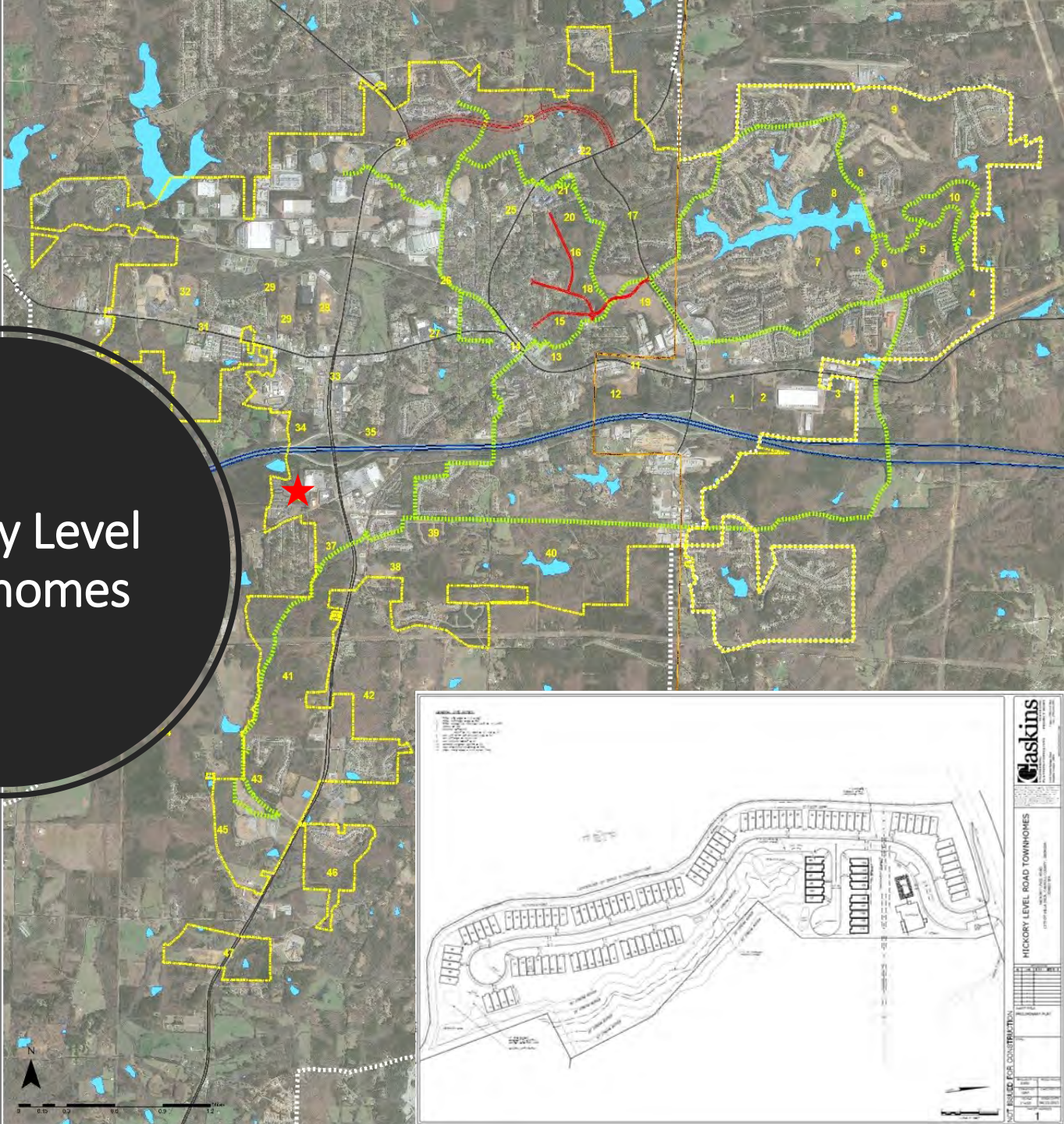


ALTA  
Villa Rica



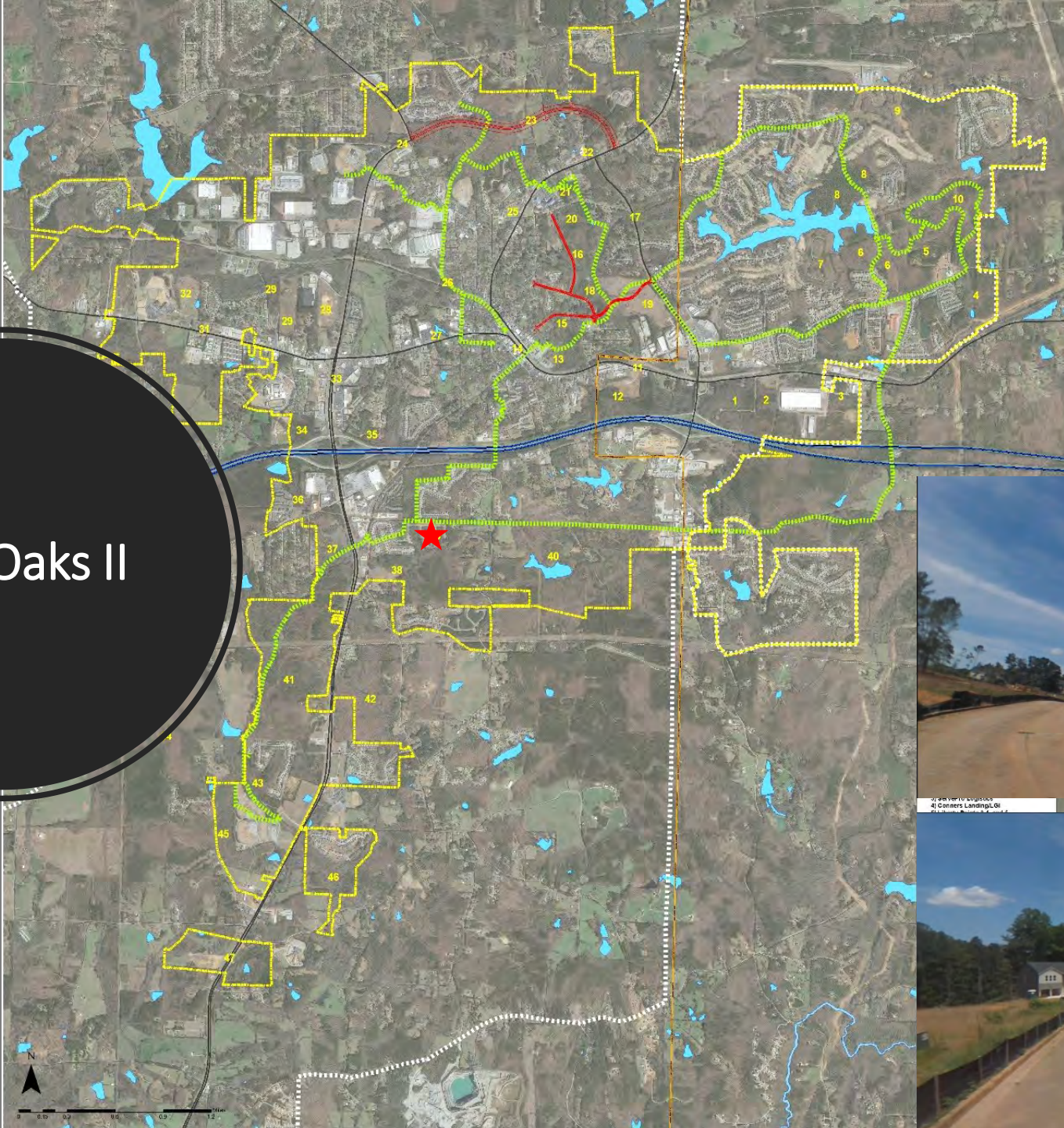


Hickory Level  
Townhomes



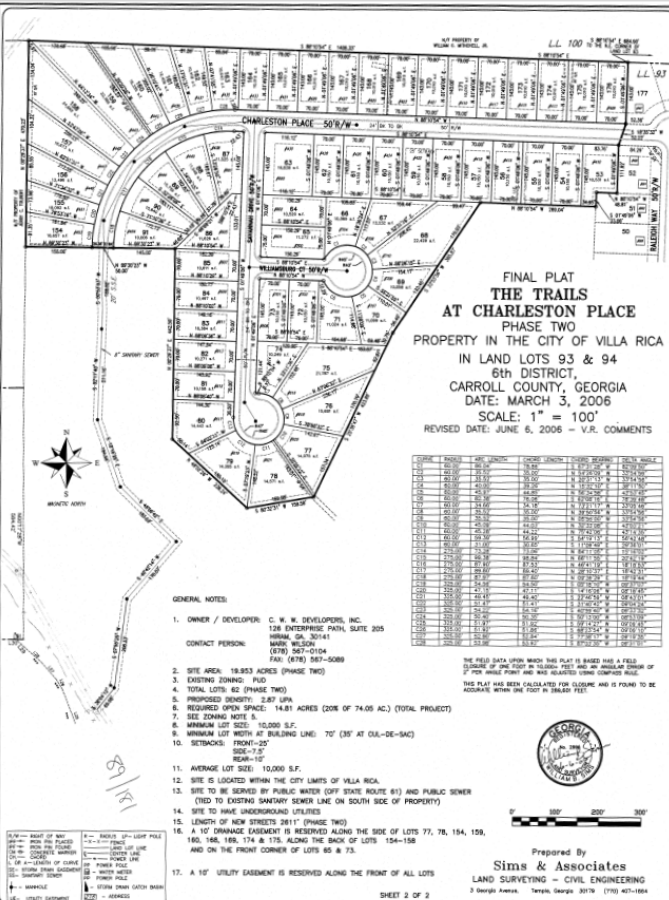


Twin Oaks II





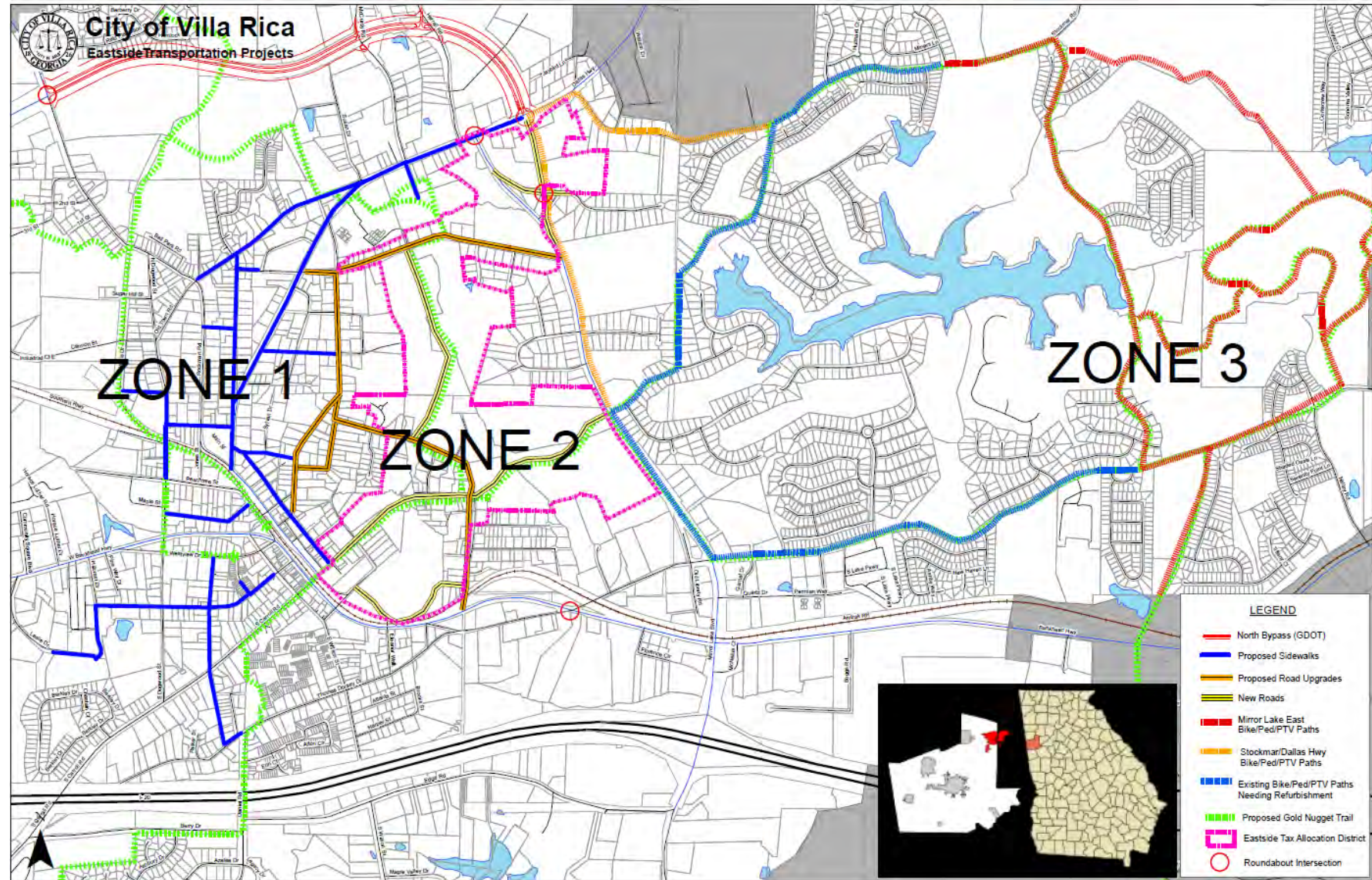
Charleston  
Place II





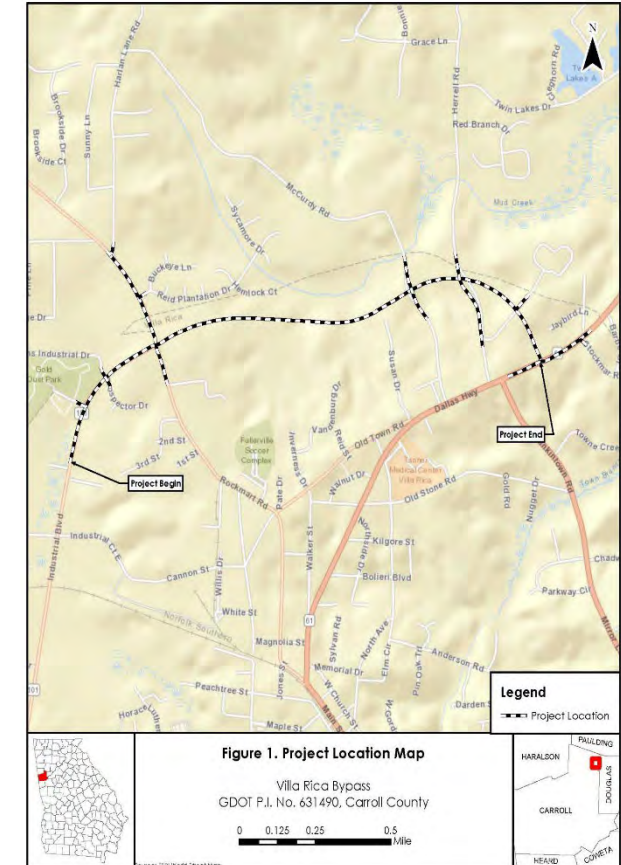
# Transportation Project Zones

- **Zone 1**
  - Complete sidewalk network
  - Partners: GDOT and Georgia Safe Routes to School
- **Zone 2**
  - Upgraded roads
  - New road networks
- **Zone 3**
  - Refurbishment of existing multimodal paths
  - New multimodal path networks





# Transportation Project Zones – Hwy 61 Bypass





# Transportation Project Zones – Mirror Lake Connector







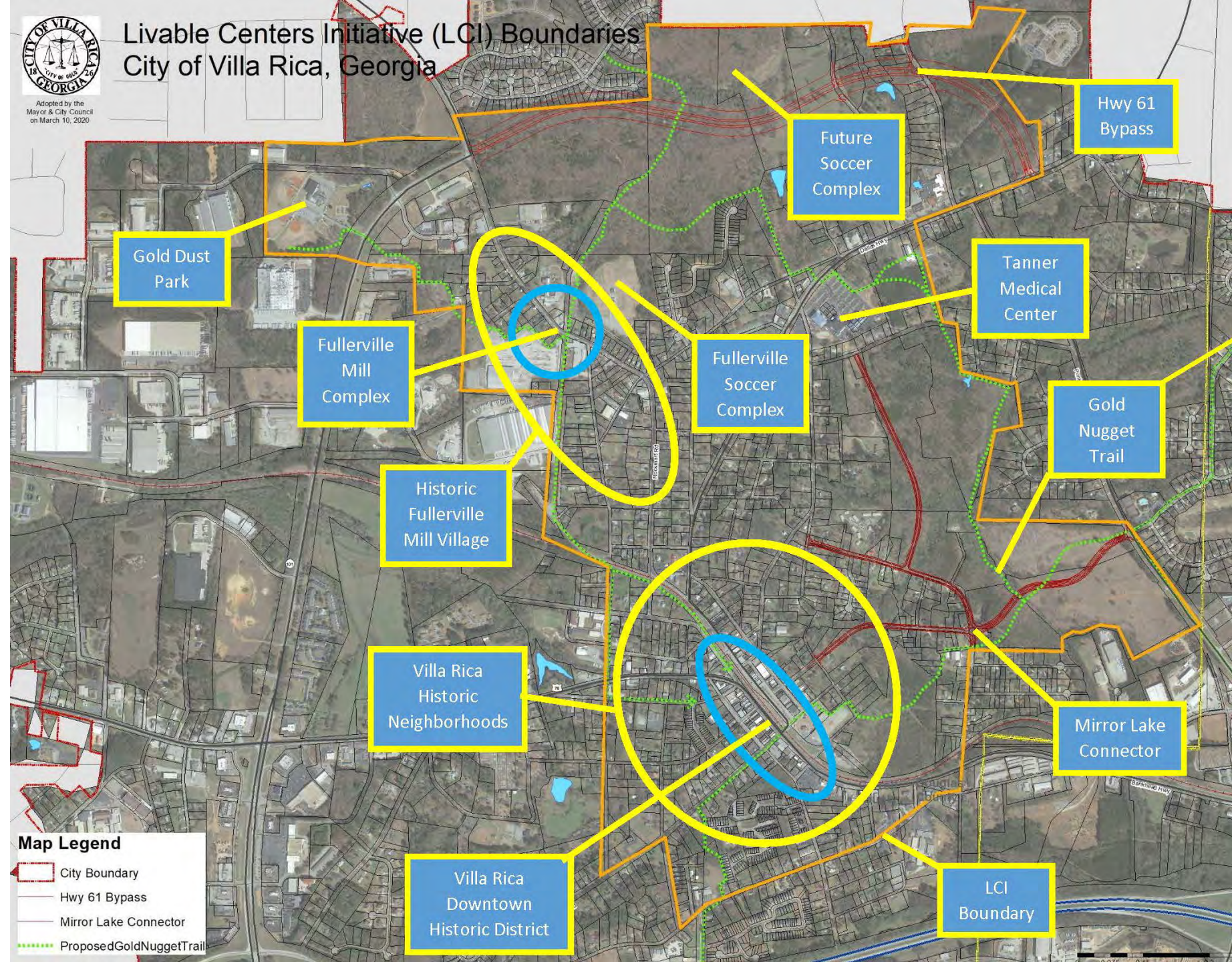
- Urbanized Villa Rica
- Focus on Downtown and Fullerville
- Roughly 70% of the Gold Nugget Trail Network
- Priorities: Housing, Blight Removal, Economic Development, Multimodal Paths, and Placemaking
- 80% Federal Funding for LCI Implementation Projects



Atlanta Regional Commission

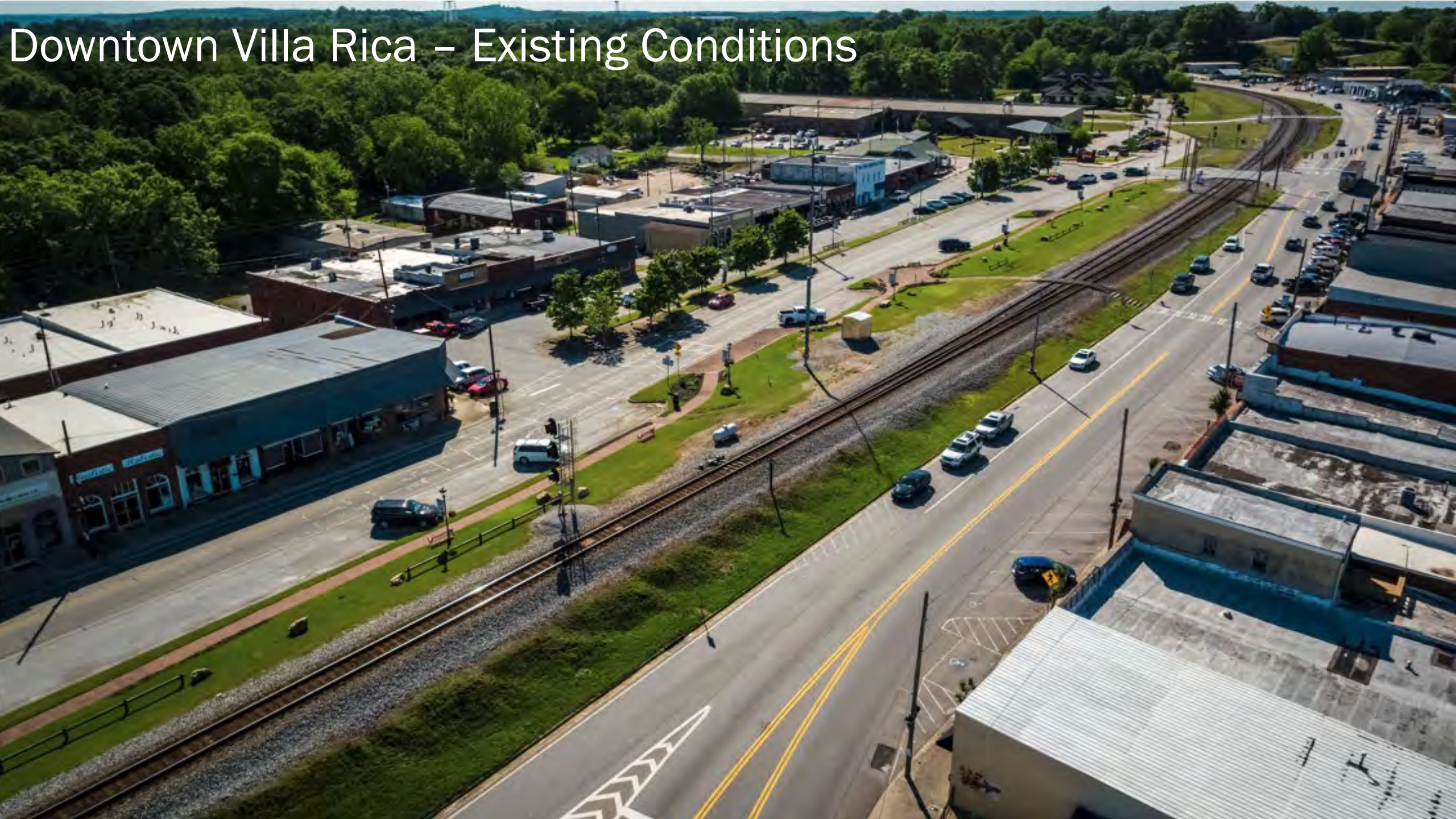


## Livable Centers Initiative (LCI) Boundaries City of Villa Rica, Georgia





# Downtown Villa Rica – Existing Conditions







# \$1,430,000 Phase I Project Cost

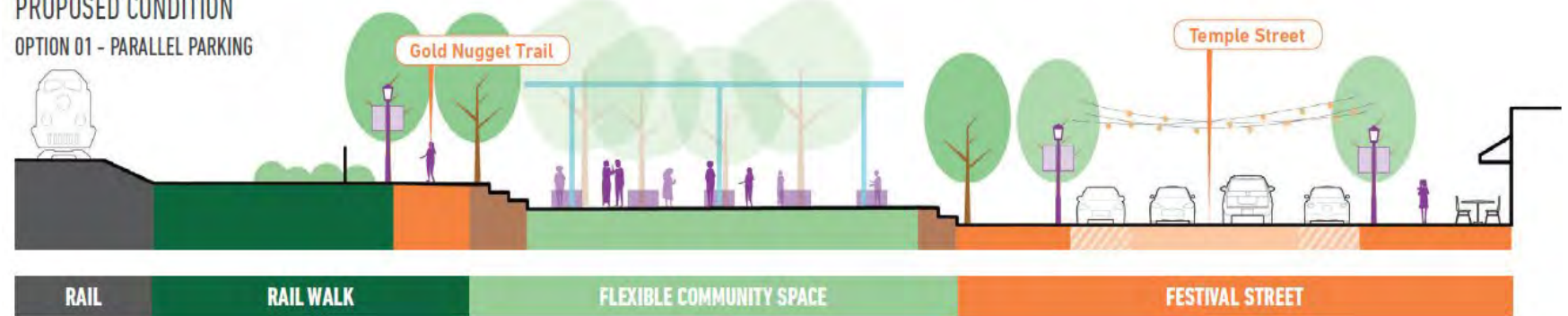
\$1,144,000 LCI Grant Request/ \$286,000 City Match

## NORTHSIDE DOWNTOWN STREETScape

- Downtown Streetscapes
- Pedestrian Upgrades
- Transportation Safety Improvements
- Significant Urban Design Modifications
- RFQ Issued in December 2022, and an engineering firm will be selected in the coming weeks.



PROPOSED CONDITION  
OPTION 01 - PARALLEL PARKING



# Estimated Total Project Cost \$19,000,000



# GOLD MINERS GREEN



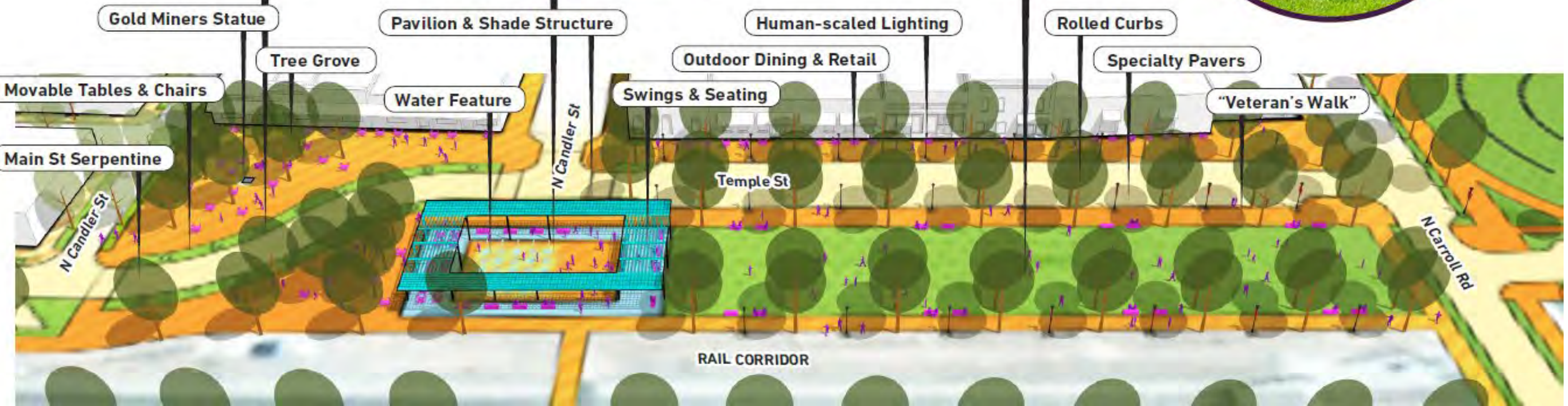
**"The Grove"**



**"The Gateway"**



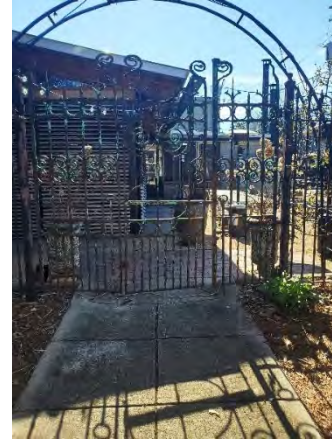
**"The Green"**





# Great Downtowns Don't Happen Accidentally

## Downtown Placemaking



## Downtown Placemaking

- Livable Centers Initiative – Downtown LCI Study – Atlanta Regional Commission (2021)
- Northside Downtown Streetscape Project – Atlanta Regional Commission (2023)
- Downtown Placemaking and Alleyway Activation Program – Georgia Conservancy (2023)
- Main Street Design Committee – Placemaking Pilot Project (2023)
- Georgia Economic Placemaking Collaborative – Georgia Cities Foundation (2025)



# Great Downtowns Don't Happen Accidentally

## Downtown Placemaking



### Villa Rica Main Street – Georgia Mural Trail Ribbon Cutting – March 16, 2023

We're thrilled to announce that mural that we awarded as a part of the Georgia Mural Trail is complete! We are number 60 on the trail 🥳.

It was an exciting project for us to be a part of, but filled with some sadness as we lost the very talented artist **John Christian** in the process. John passed away unexpectedly in December. His family and friends along with his son Michael and brother Ed were able to complete the mural, and for that we are very thankful and appreciative.



# Great Downtowns Don't Happen Accidentally

## Downtown Placemaking



[Landen Prather Art](#) – August 6 ,2023

We are “Painting the City Gold” !!!  
Thank you to Samira Barnett with the Times Georgian and Alisa Doyal with Villa Rica Main Street for the opportunity to highlight our partnership with Villa Rica on painting the city gold.

Art is for All. Be Part of the Experience at the Landen Prather Fine Art Gallery in Villa Rica GA. Stay tuned as we also provide updates on the gold nugget murals as we start painting the city gold officially over these next 3 weeks!!!





# Great Downtowns Don't Happen Accidentally

## Downtown Placemaking

### PROSPECTOR'S PARK

Prospector's Park is a public park owned by the City of Villa Rica located at the intersection of Main Street and North Avenue. The park is run-down due to neglect and age with broken rocks around the stage, overgrown shrubs, other signs of disrepair, inviting, and unsafe. Due to these issues, people cannot enjoy the park because it does not provide the benefits that parks are supposed to provide.

The Main Street Design Committee selected the park as the Pilot Placemaking Project. The purpose of the project is to transform the space to a variety of purposes such as a small music venue, a place where residents can meet and interact with one another, picnics, periods of relaxation, and additional green space downtown.





# Great Downtowns Don't Happen Accidentally

## Downtown Placemaking

### PROSPECTOR'S PARK

Work on the park upgrades started on August 3, 2023. Here are some pictures during the installation of the first batch of new furnishings.

The next step will be an engineering assessment of the wall facing the eastern side of the park, and ultimately the removal and reconfiguration of the stage and retaining wall.





# Great Downtowns Don't Happen Accidentally

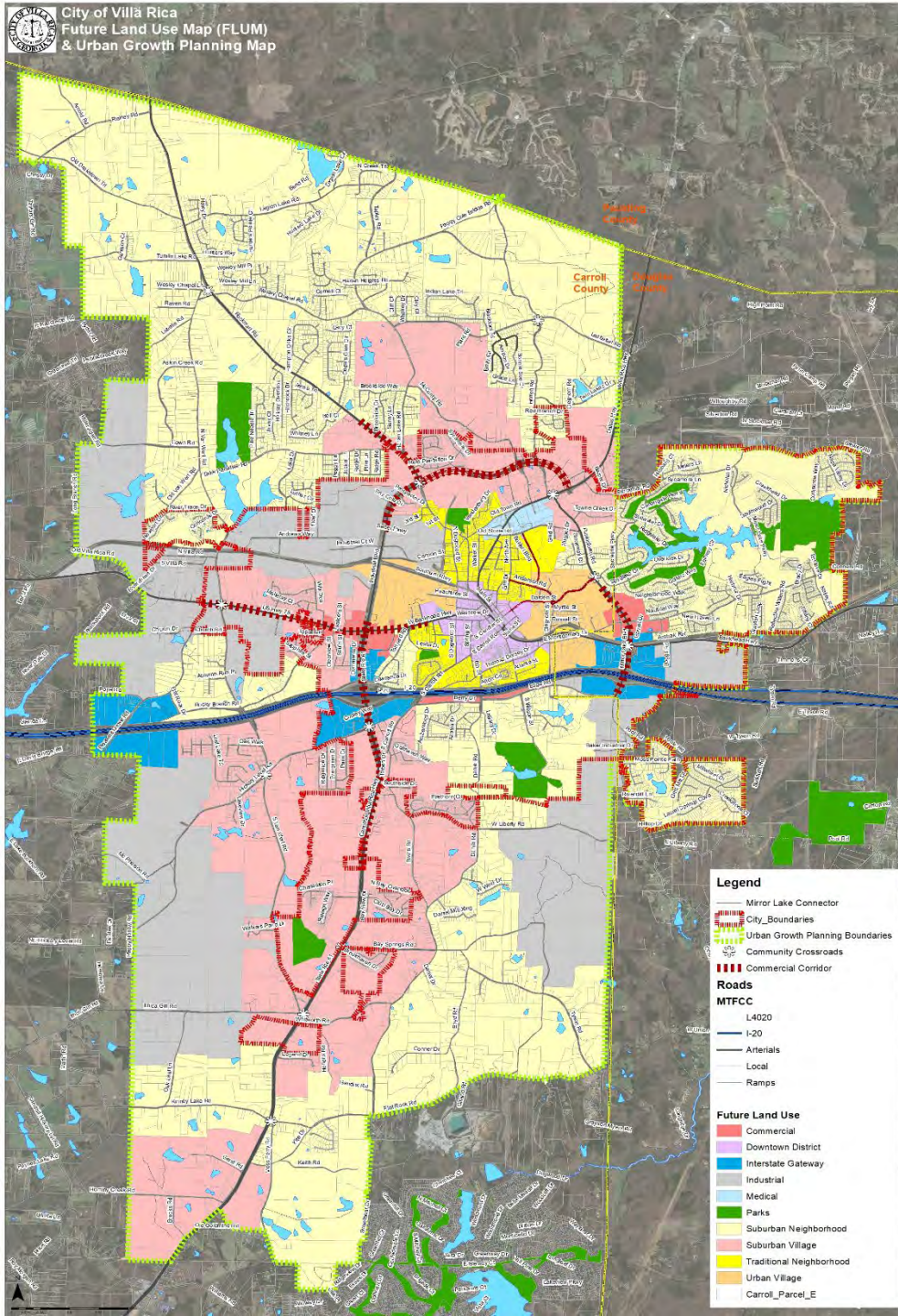
## Downtown Placemaking

### FARMERS MARKET PAVILION

The city consulted with Rickman Architecture + Design, RAD to develop a conceptual rendering of a farmers market pavilion. The city is working to identify a funding mechanism to offset the cost to the city's taxpayers. Currently, the Farmers Market is held at The Mill Amphitheater – with no shade or weather shielding and multilevel venue not easily ADA navigable. The city has identified a suitable location behind the Mill with direct access to utilities and existing public restrooms.





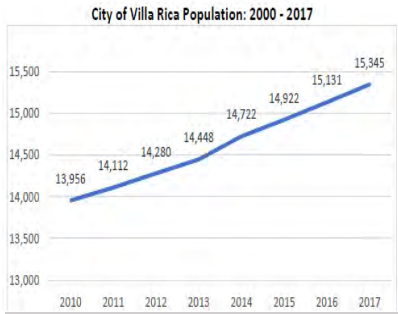


## Urban Growth Priorities

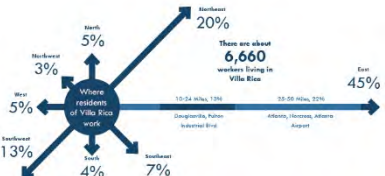
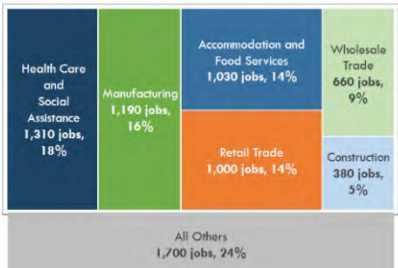
- Transportation Improvement Projects
- Water and Sewer Capacity
- Infrastructure Expansion
- Population Pressure and Land Use
- Directed/Planned Growth
- Strategic Density and Development Concentration
- Economic Recruitment/Job Centers
- Workforce/Housing Balance



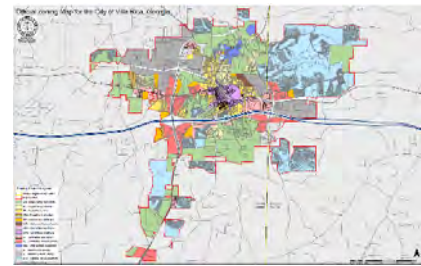
## GROWING MARKET



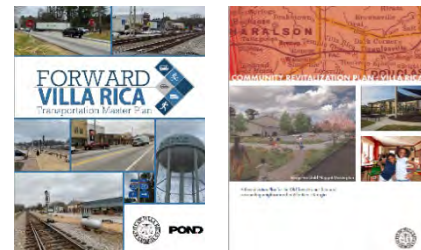
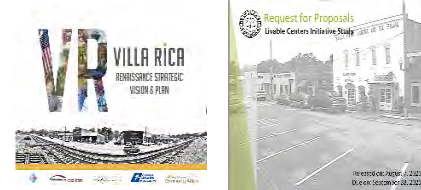
Roughly 14,000 vehicles cross into or out of Villa Rica each day, not to mention those that are passing through to get to other destinations.



## READY FOR GROWTH



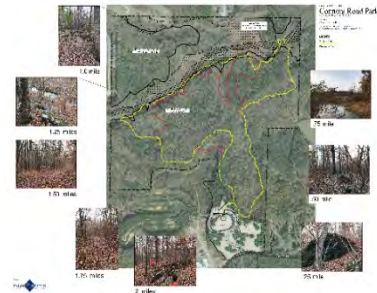
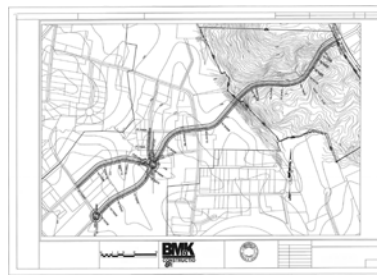
## MASTER PLANNING



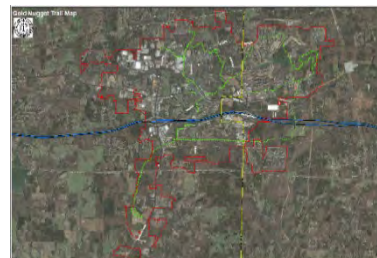
## HIGH SPEED INTERNET



## INFRASTRUCTURE INVESTMENTS



## GOLD NUGGET TRAIL



## Growth Strategy

- Market Forecasting and Modeling
- Master Planning
- Modernized Zoning/Development Codes
- Identified Priority Project Implementation Plan
- Restructured Departments and Key Personnel
- Eliminated or Reduced Operational Deficiencies
- Streamlined Internal Processes
- Operational Automation Where Possible



**GROWTH IS COMING**  
**AND**  
**WE WILL BE READY!!**

**Chris Montesinos, AICP**

Director of Special Projects

Office of the City Manager

City of Villa Rica, GA

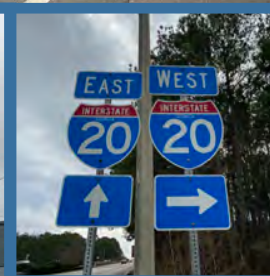
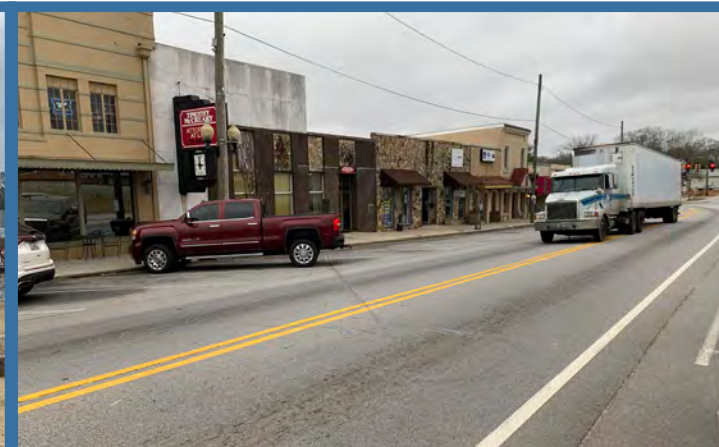
[cmontesinos@villarica.gov](mailto:cmontesinos@villarica.gov)





# FORWARD VILLA RICA

Transportation Master Plan



**POND**

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| <b>5. EVALUATION AND IMPLEMENTATION PLAN.....</b> | <b>58</b> |

## APPENDICES

- A. COMMUNITY ENGAGEMENT DOCUMENTATION**
- B. INTERSECTION ANALYSIS RESULTS**
- C. FIELD REVIEW NOTES**
- D. GROWTH RATE CALCULATIONS**
- E. FUTURE YEAR TRAFFIC VOLUMES**
- F. PROJECT ONE-SHEETS**



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# INTRODUCTION

## HISTORY OF THE CITY

Villa Rica was formally incorporated in 1881, having existed as Hixtown in the 1820s and changing names in 1832 after gold was found in the area. The small gold rush that followed left behind a community of a few hundred people that continued to grow on the border between Douglas and Carroll Counties in northwest Georgia. Over one hundred years after this gold rush, suburban expansion from Atlanta – thirty miles to the east on Interstate 20 – reached Villa Rica, which has added live art and family-friendly events to their vibrant, historic downtown. These amenities and ongoing development radiating out from Atlanta has caused substantial growth in Villa Rica in its most recent decades.

## PURPOSE OF THE PLAN

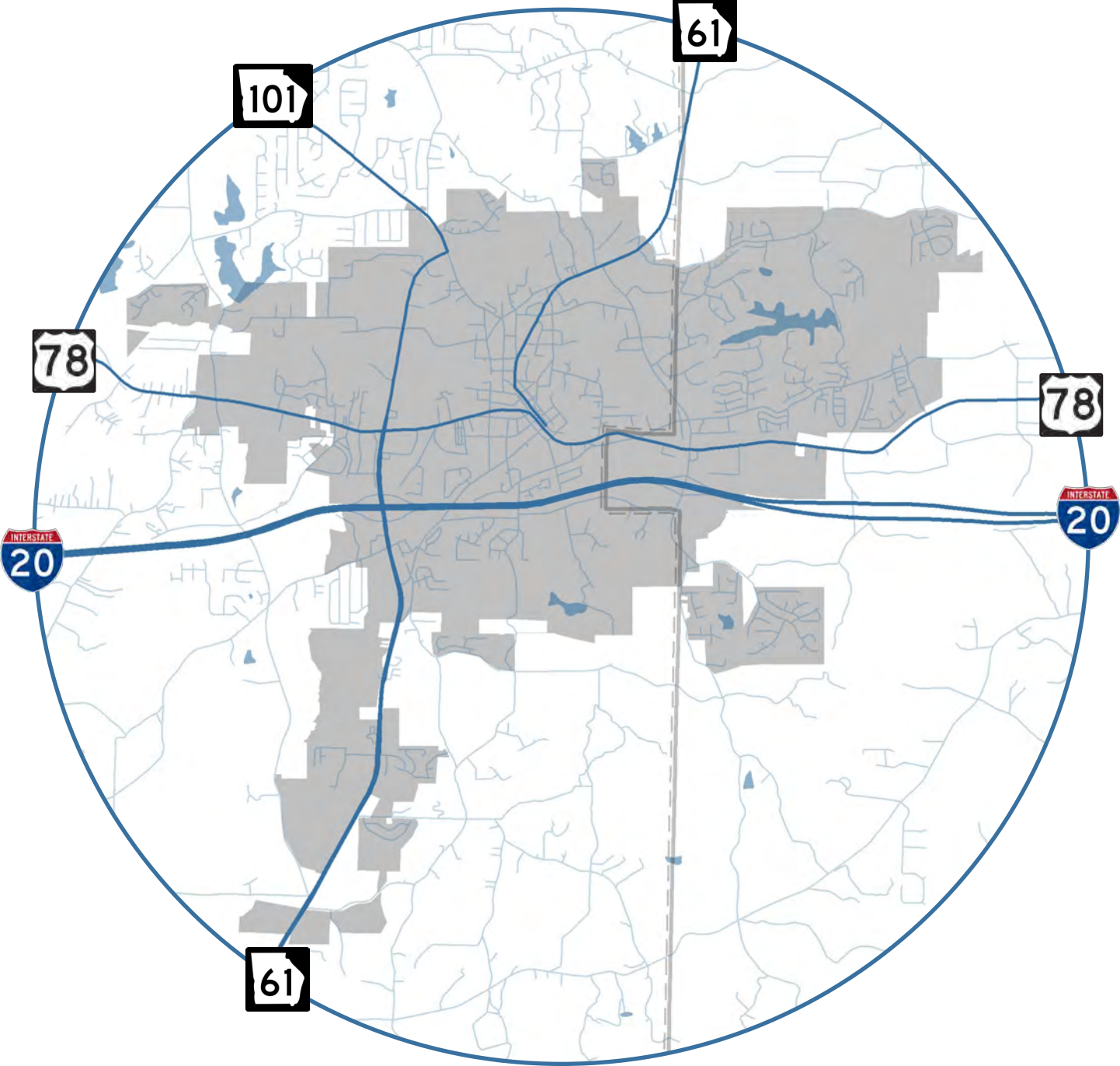
With the growth Villa Rica has experienced recently, there are new needs and challenges to serve residents and businesses. This growth has put a strain on existing roadways with new traffic traveling throughout the community and to and from other regional destinations. This plan is intended to perform a review of transportation conditions and concerns in Villa Rica, to identify potential solutions to these challenges, and to prioritize these projects by need and by implementation difficulty. This plan should aid decision-makers as they choose which projects to pursue and when, and to coordinate with adjoining and overlapping organizations to ensure an effective transportation system.

## HOW TO USE AND UNDERSTAND THE TMP

The Transportation Master Plan (TMP) document is organized to largely reflect the process that was used to create the TMP. As such, it includes the following elements:

- Chapter 1, Introduction: Introducing the purpose of the TMP and the history of the City.
- Chapter 2, Community Profile: An exploration of underlying community conditions and trends in the City that influences travel behavior, transportation needs, and decision making.
- Chapter 3, Community Goals: A description of various transportation and broader community related goals that are used to help guide the transportation planning process. These goals include consideration of federal, state, and regional transportation goals; localized goals; and systematic goals that describe holistically the local vision for the future of the transportation system.
- Chapter 4, Plan Development: A documentation of the various efforts used to inform the plan's recommendations. This includes discussion of the community engagement efforts utilized as well as the various technical analyses utilized to determine the transportation system's existing and future needs.
- Chapter 5, Evaluation and Implementation Plan: Further documentation focusing on the plan's recommendations, including the efforts to develop transportation projects and initiatives, evaluate and prioritize those projects and initiatives, and finally documentation of an Implementation Plan that includes fiscal considerations of future transportation funding and anticipated implementation costs.

OVERVIEW OF VILLA RICA





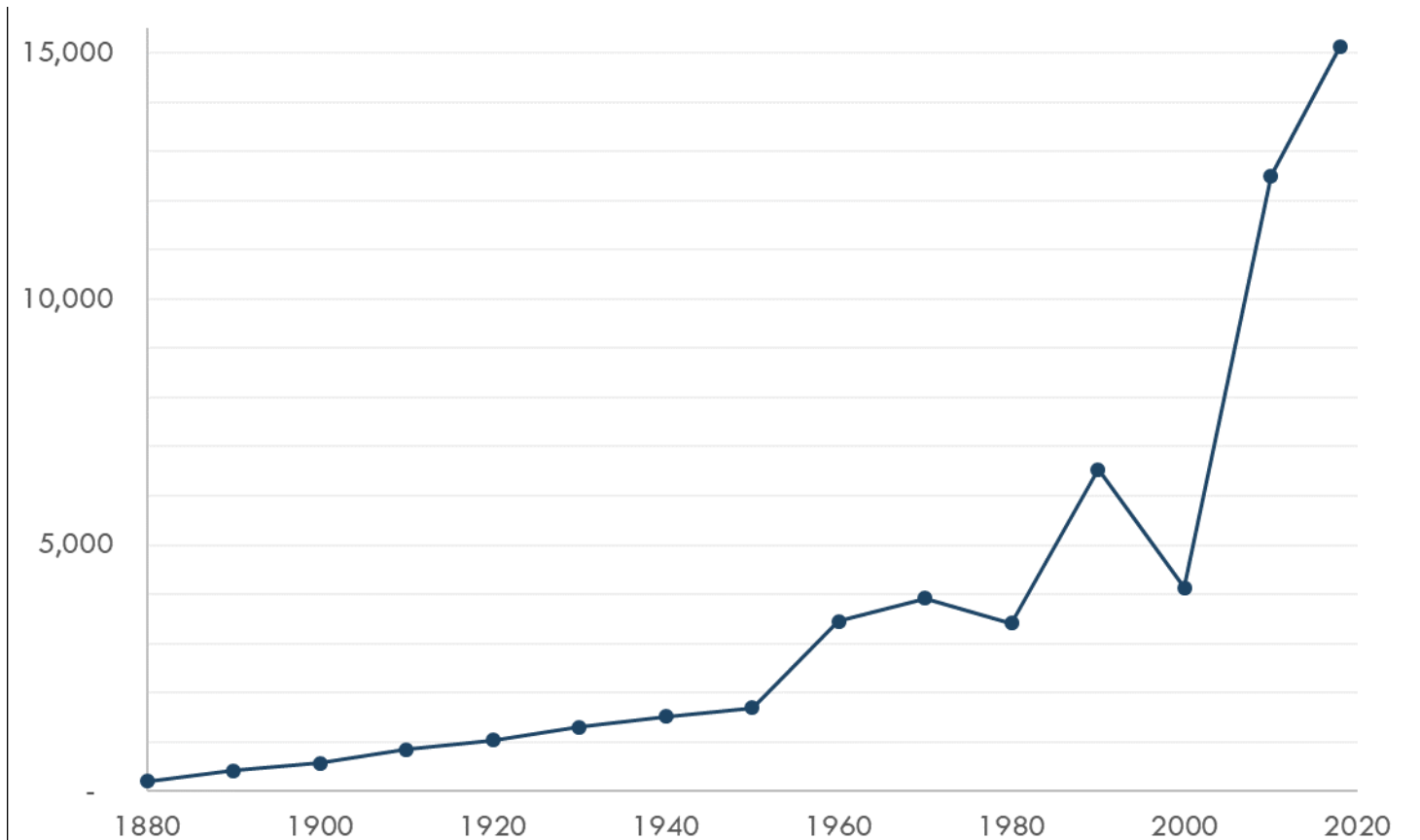
# COMMUNITY PROFILE

## TRENDS IN POPULATION

Villa Rica is a rapidly growing community. While the population stayed under 2,000 people through 1950, the period since then has seen quicker growth, especially in the last twenty years. In 1980, the U.S. Census reported that Villa Rica's population was 3,420 people. In 2018, the U.S. Census Bureau's American Community Survey (ACS) estimates the population was over 15,000 people, more than four times the population less than forty years ago. Some of this population growth has occurred as a result of annexation, which brings people already living in the area into the city limits and thus into their population count, but much of the growth can be attributed to an overall increase in the residential population of the area. The Mirror Lake subdivision alone, which began construction in the late 1990s, will include thousands of homes upon completion, attracting new residents to Villa Rica.

The Villa Rica Comprehensive Plan 2018 Update references a handful of projections that anticipate continued growth, with the population reaching 25,000-35,000 by year 2040.

## HISTORIC POPULATION OF VILLA RICA, 1880-2018

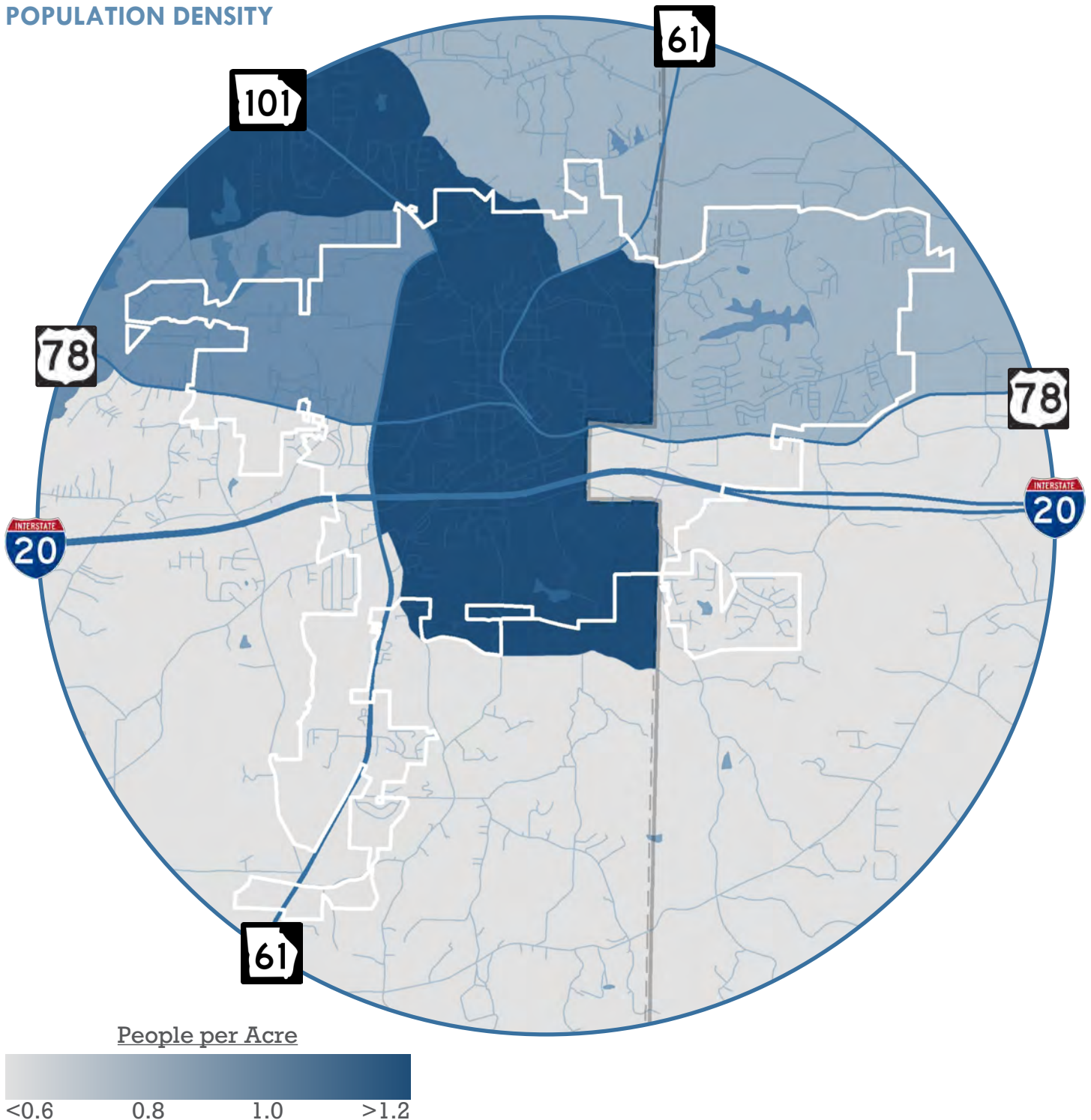


Source: US Census Bureau

## POPULATION DENSITY

While total population and households help to define why a region or area may need specialized transportation planning through a TMP process, there is also a need to understand where and how population is clustered in the community. The population is most concentrated in the downtown area. In addition, there is a higher population density in the northern area of the city relative to the southern area.

### POPULATION DENSITY



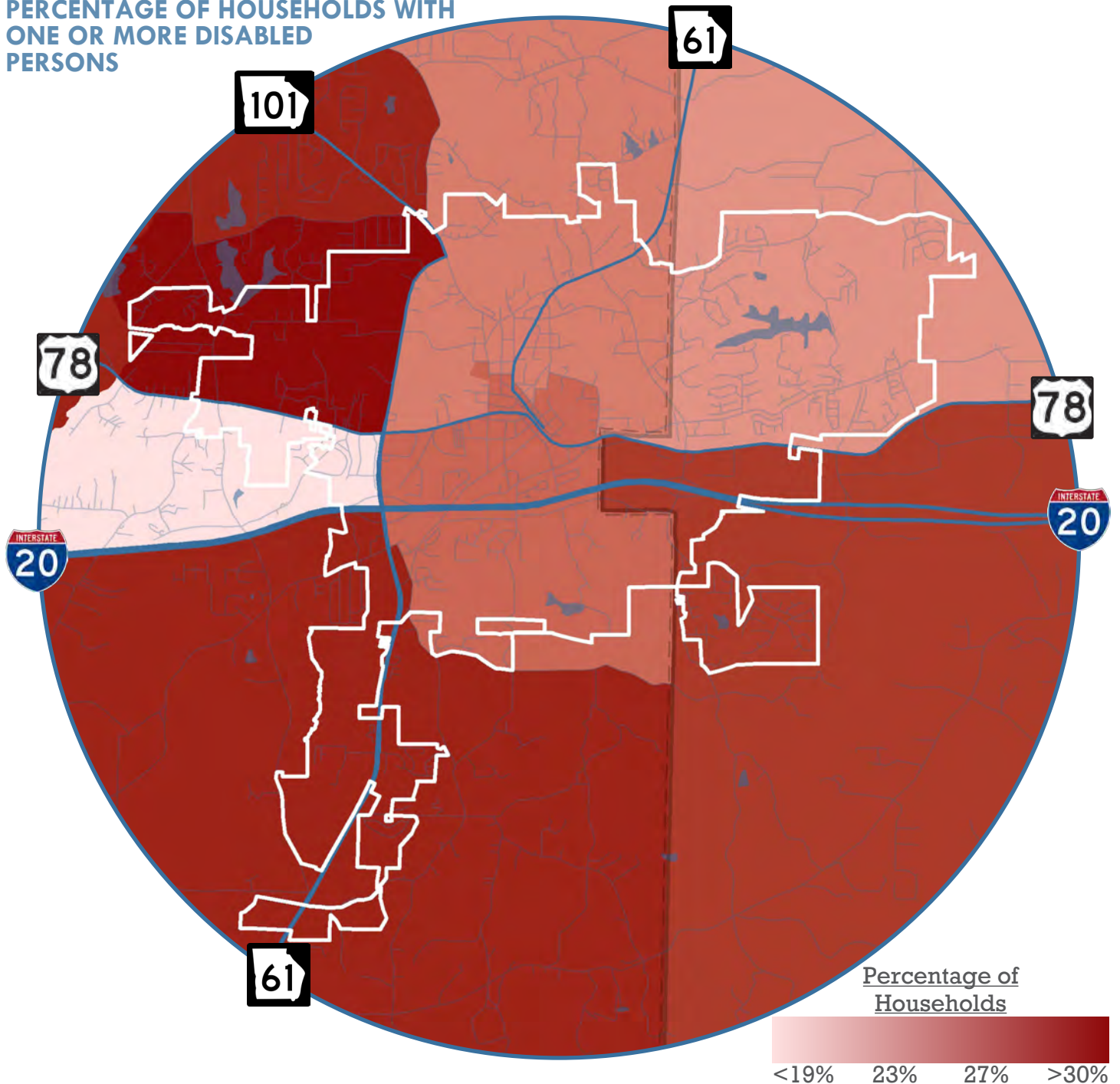
## SENSITIVE POPULATIONS

In addition to general population and household density, there are also sensitive populations that have specialized needs. Understanding what areas have higher concentrations of these populations is needed to effectively serve them.

### DISABLED POPULATION

In the city of Villa Rica, 21.9% of households are with one or more persons with a disability. Using Census block groups, mapping of the region shows several areas exceeding the regional average.

#### PERCENTAGE OF HOUSEHOLDS WITH ONE OR MORE DISABLED PERSONS

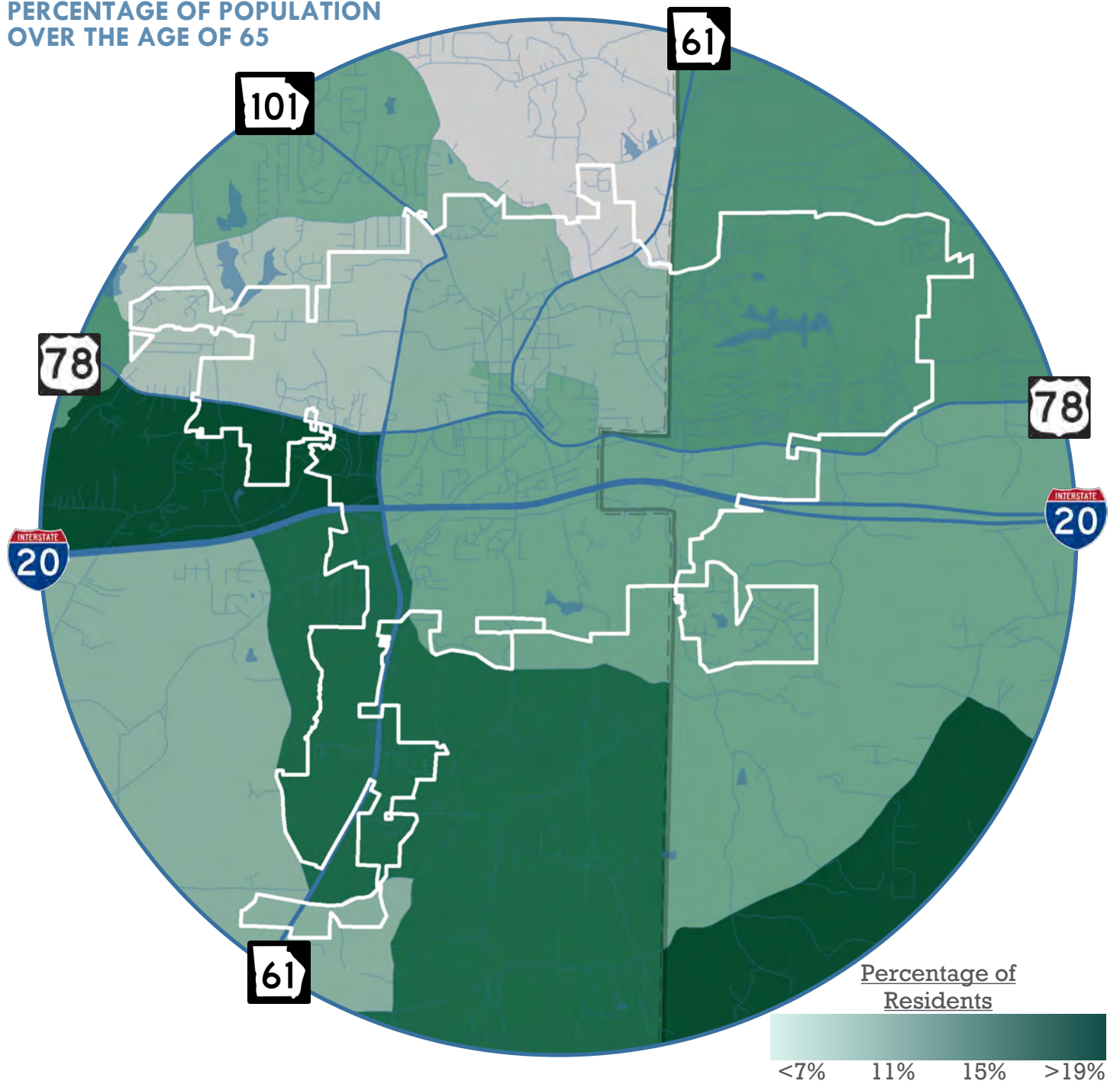




## ELDERLY POPULATION

The city of Villa Rica has a regional average elderly population of 9.1 percent of the total population. Using Census block groups, mapping of the region shows several areas exceeding the regional average.

### PERCENTAGE OF POPULATION OVER THE AGE OF 65

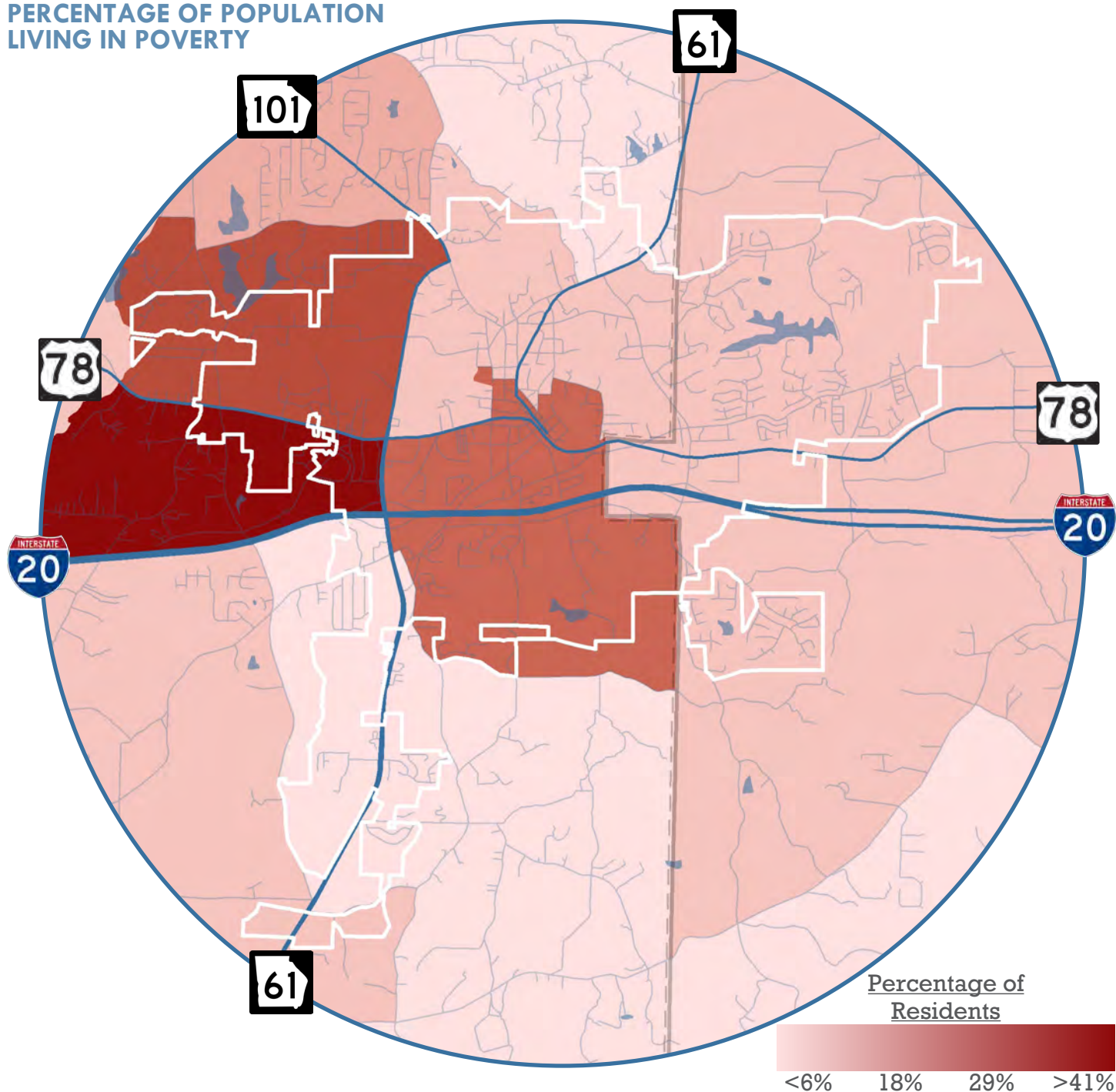




## IMPOVERISHED POPULATION

The City of Villa Rica has a regional average impoverished population of 13.7 percent of the total population. Using Census block groups, mapping of the region shows several areas exceeding the regional average.

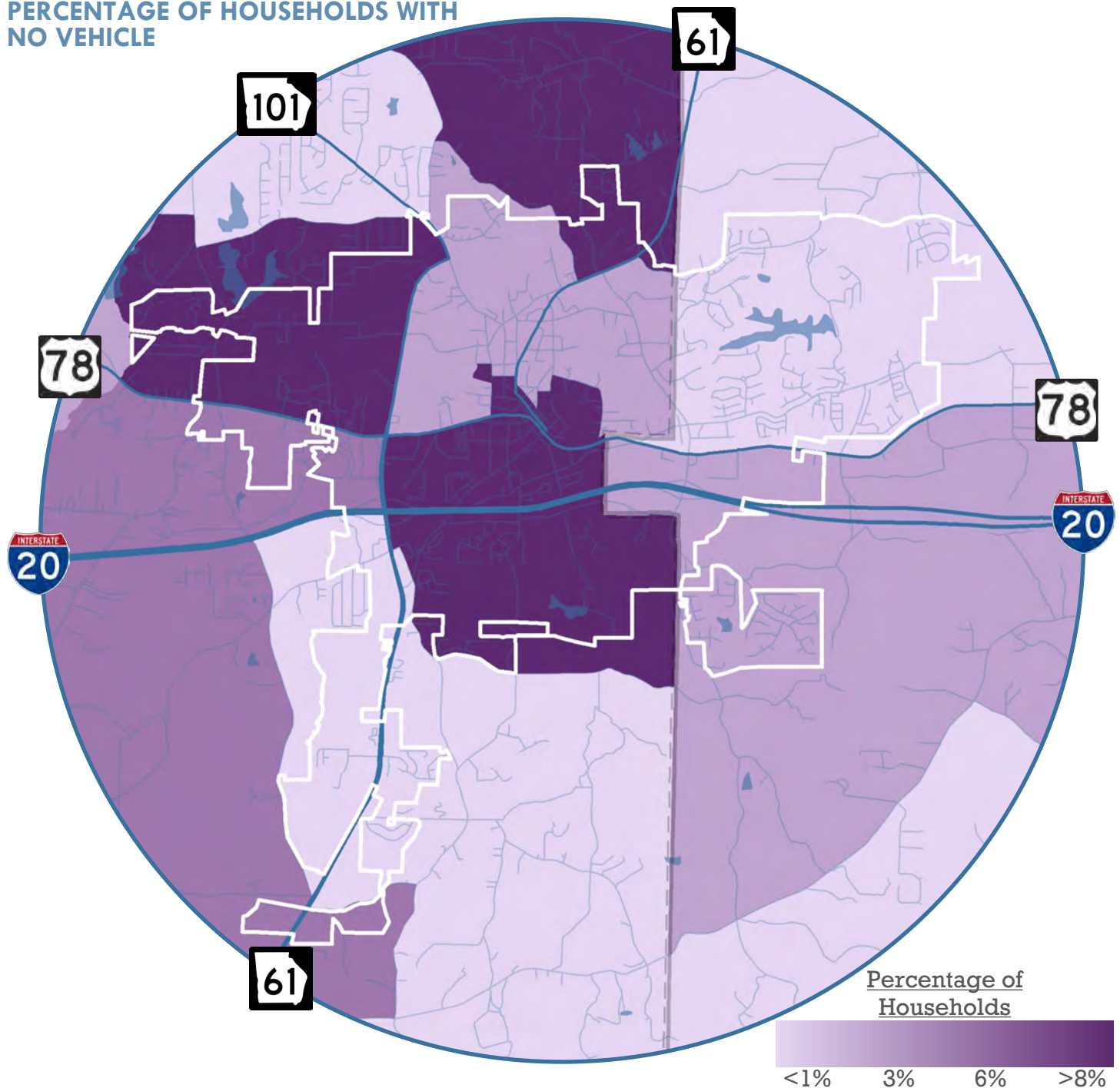
### PERCENTAGE OF POPULATION LIVING IN POVERTY



## HOUSEHOLDS WITH NO VEHICLES

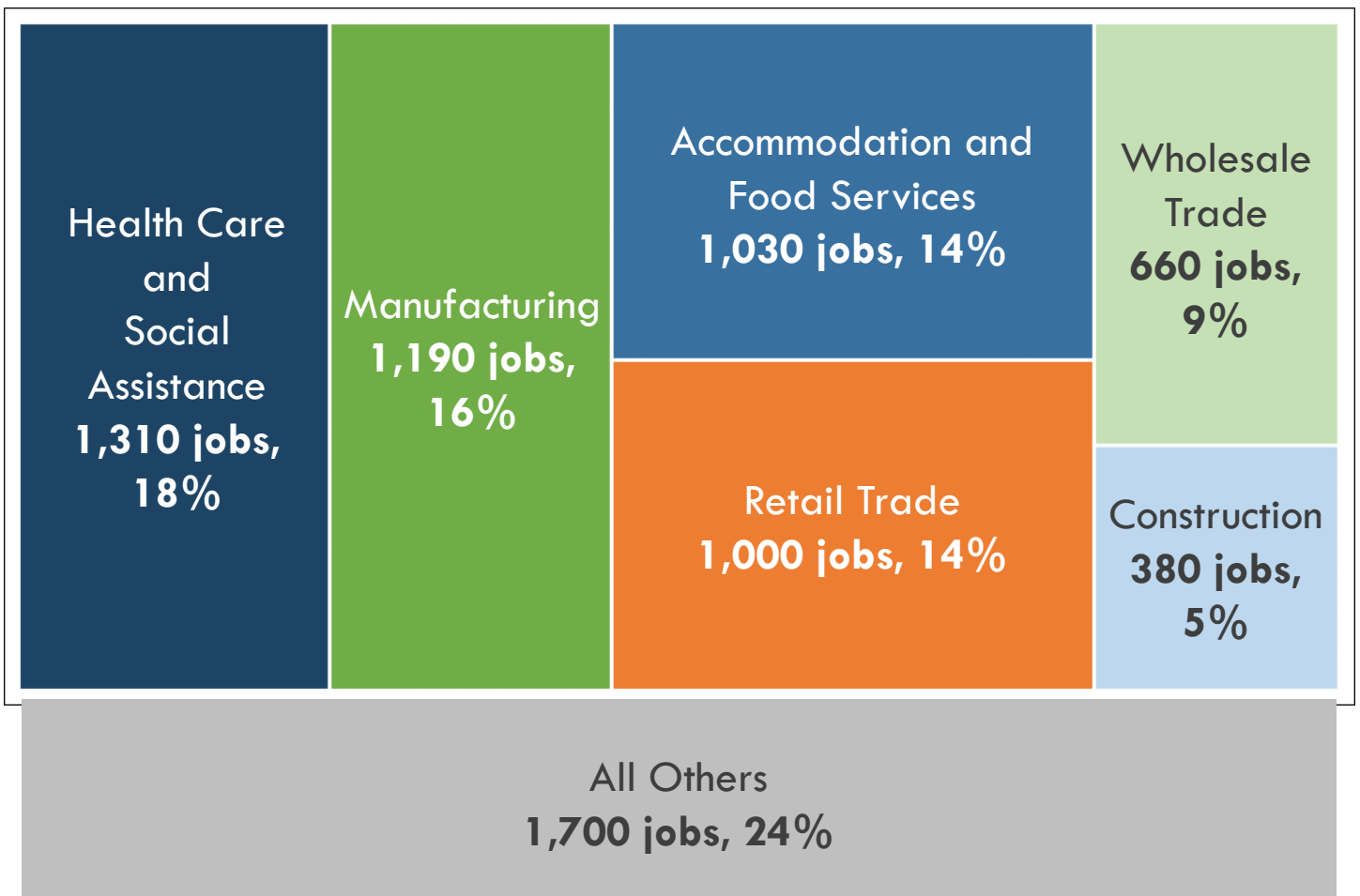
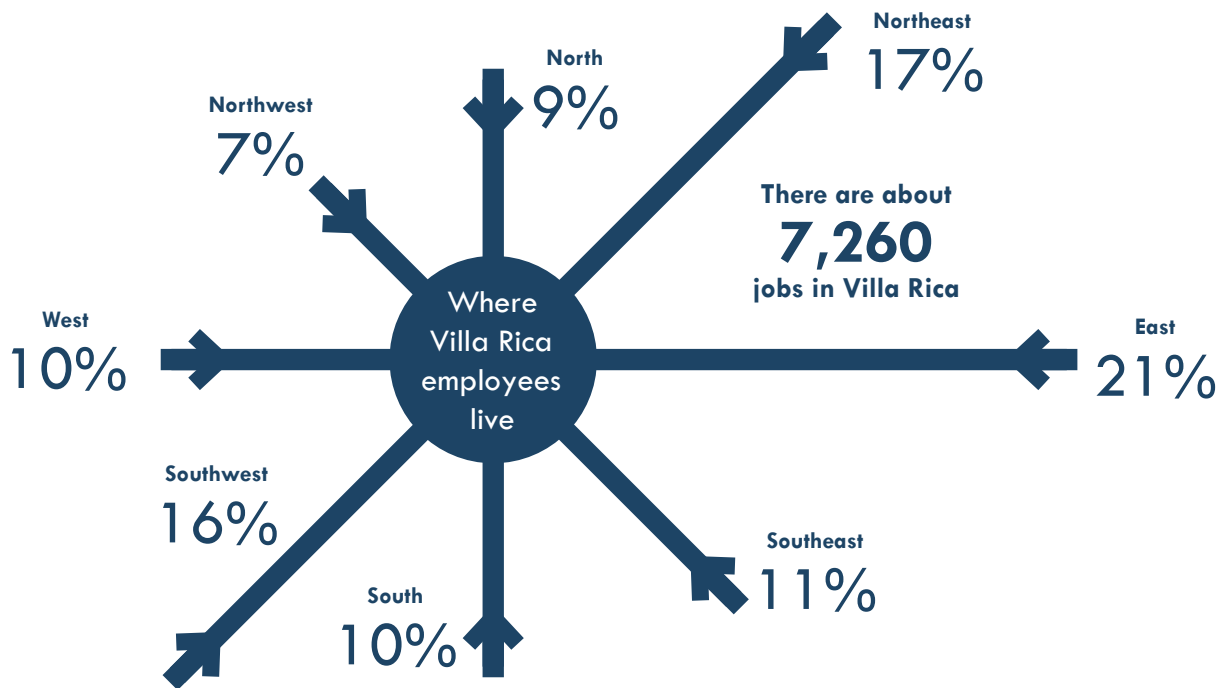
The City of Villa Rica has a regional average of households with no access to a vehicle of 6.3 percent of the total population. Using Census block groups, mapping of the region shows several areas exceeding the regional average.

### PERCENTAGE OF HOUSEHOLDS WITH NO VEHICLE

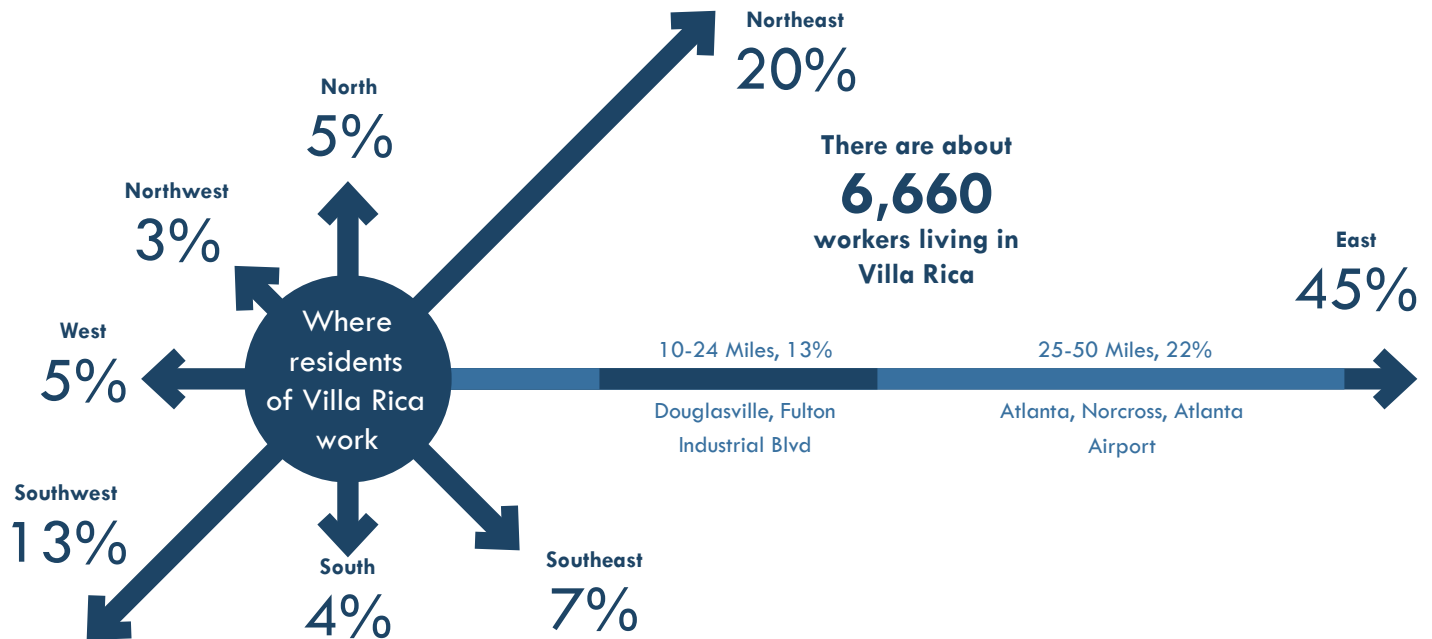


## **COMMUTER PATTERNS**

The graphics on the following pages show the directions that commutes to and from Villa Rica travel for work. Villa Rica has a similar number of jobs as it does workers (7,260 jobs to 6,660 workers), but very few Villa Rica residents are also Villa Rica workers (about 570 people in 2017). This is not atypical for peer communities in suburban areas, as many suburban community residents commute towards the center city for work. Over two-thirds of workers who live in Villa Rica commute to the east (including the northeast and southeast), and many of these likely travel on I-20 for at least part of their commutes. This kind of concentration of commute trips can drive traffic and indicates how important access to points east is to Villa Rica as a whole.



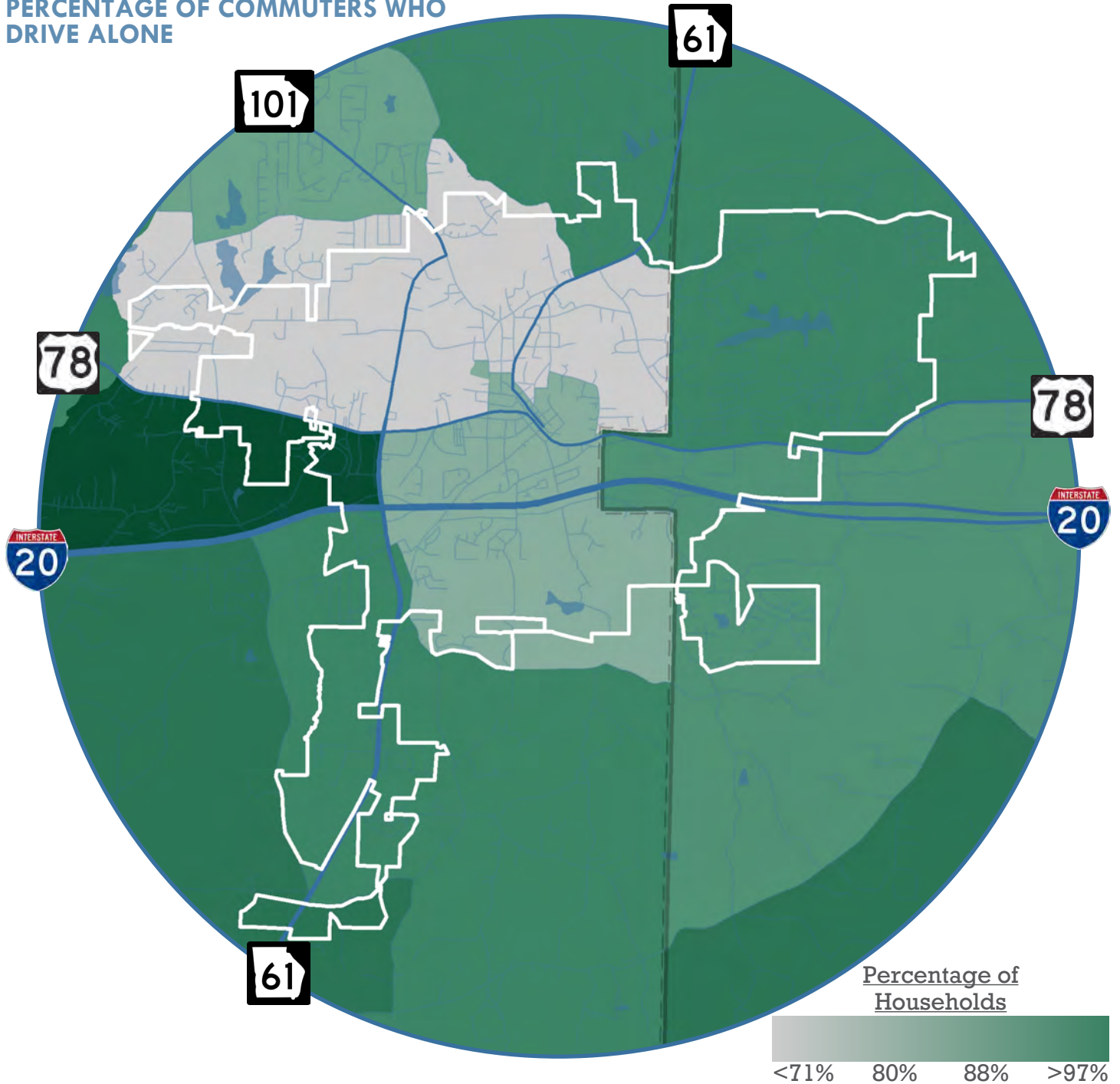




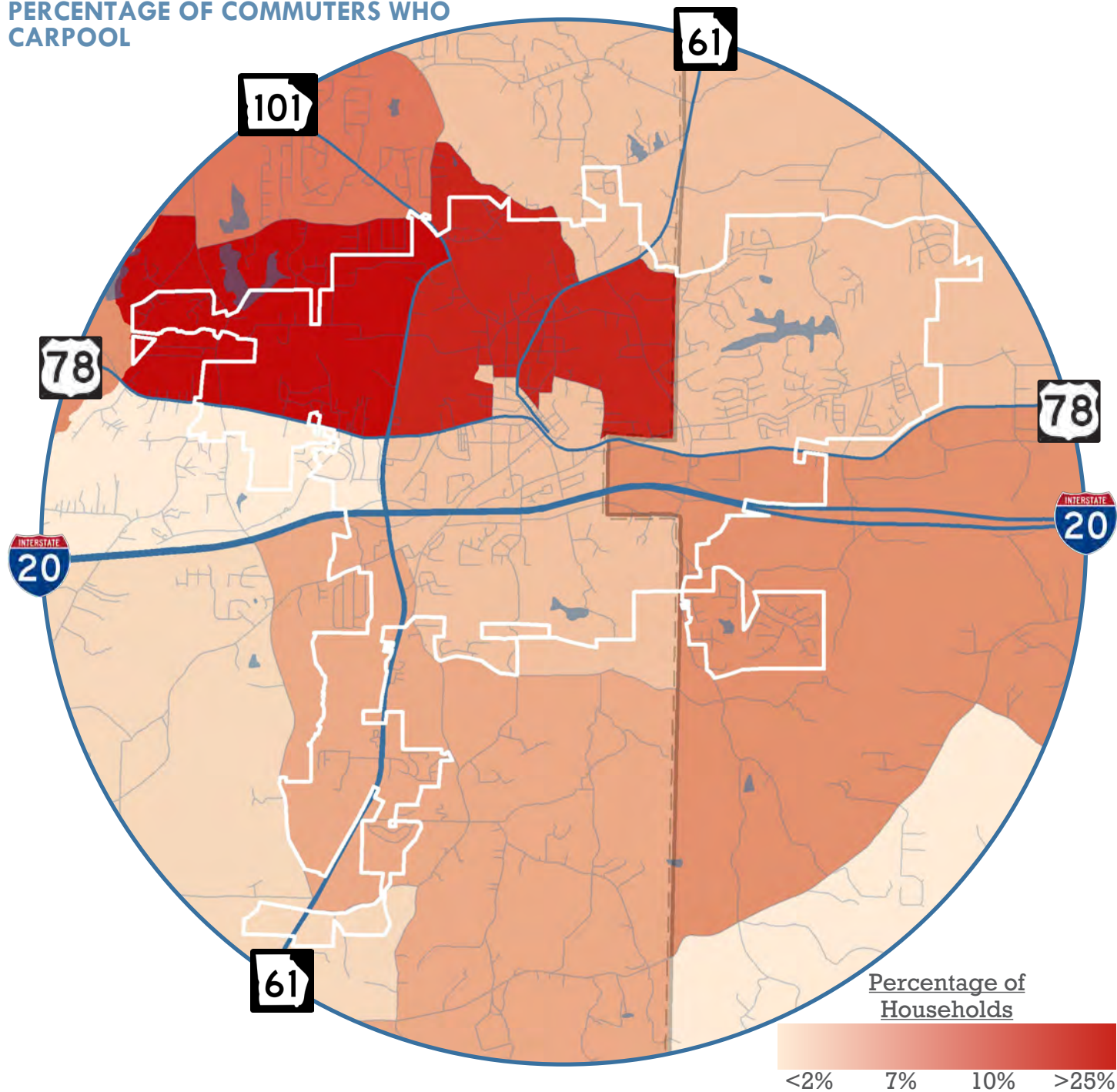
## COMMUTER MODES

Using American Community Survey data, we can also understand that the majority of commuters in Villa Rica (86.4 percent) drive alone to work. However, a relatively high amount of people (9.7 percent) indicate that they carpool with others to get to and from their place of work.

### PERCENTAGE OF COMMUTERS WHO DRIVE ALONE



**PERCENTAGE OF COMMUTERS WHO  
CARPOOL**



## **EMPLOYMENT AND WORKFORCE IN VILLA RICA**

Employment refers to jobs that are physically located in the City of Villa Rica. About 7,260 jobs call Villa Rica home, and are shown by industry in the graphic on top of the facing page. The top industries present in the area include health care, manufacturing, hospitality, retail and wholesale trades, and construction.

Workforce refers to the types of jobs done by workers who live in the City of Villa Rica (regardless of whether their job is physically in the City or elsewhere). The graphic at the bottom of the facing page shows the breakdown of the approximately 6,660 jobs worked by Villa Rica residents. Many of the top industries are similar to those in Villa Rica employment – all of the top six employment industries also employ over 5% of the Villa Rica workforce. However, some categories like education appear in much higher rates in the workforce than in the employment. This suggests that Villa Rica houses more teachers and similar professionals than it employs, and that these residents must commute elsewhere to find work in their field.

## **LAND USE AND COMPREHENSIVE PLANNING**

Much of the anticipated growth in the region is guided by the comprehensive planning being conducted by local governments in the region with particular emphasis on the elements of these plans focusing on future land use and development.

### **THE CITY OF VILLA RICA**

The city of Villa Rica's Comprehensive Plan was prepared by the city and adopted in 2018. The Land Use Regulations section for this plan identifies several 'Character Areas' that relate to land use and offer narrative descriptions implying the future intensity of development and the overall 'character' intended for these areas.

### **DOUGLAS COUNTY**

The Douglas County Comprehensive Master Plan Update was prepared by the county adopted in 2018. Similarly, the Future Land Use and Narrative section of this plan identifies several 'Character Areas' that relate to land use and offer narrative descriptions implying the future intensity of development and the overall 'character' intended for these areas.

### **CARROLL COUNTY**

The Carroll County Comprehensive Master Plan Update was prepared by the county adopted in 2018. Similarly, Analysis of Development Patterns section of this plan identifies several 'Character Areas' that relate to land use and offer narrative descriptions implying the future intensity of development and the overall 'character' intended for these areas.



# COMMUNITY GOALS

## PLANNING LEGACIES

In addition to incorporating anticipated changes in population and employment growth and the land use elements of the region's Comprehensive Plans, the TMP is influenced heavily by the legacy of transportation planning and policy for the region. Much of this is articulated in the context of national, state, and regional goals as described in the following section.

## FAST ACT

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act – federal law authorizing \$305 billion over fiscal years 2016 through 2020 for highway and motor safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act states that the metropolitan transportation planning process must address specific factors as described below:

- Support **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the **safety** of the transportation system for motorized and non-motorized users
- Increase the **security** of the transportation system for motorized and non-motorized users
- Increase **accessibility and mobility** of people and freight
- **Protect and enhance the environment**, promote energy conservation, **improve the quality of life**, and promote consistency between transportation improvement and state and local planned growth and economic development patterns
- Enhance the **integration and connectivity of the transportation system, across and between modes, for people and freight**
- Promote **efficient system management** and operation
- Emphasize the preservation of the existing transportation system
- Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Enhance **travel and tourism**

Further, the national Federal-aid Highway Program performance goals as established by Congress are:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

## GEORGIA STATEWIDE STRATEGIC TRANSPORTATION PLAN

Similarly, the Georgia Statewide Strategic Transportation Plan (SSTP) Update from 2018 includes several goals that relate to the federal goals as described below.

| SSTP GOAL                        | RELATED FEDERAL GOAL                   |
|----------------------------------|----------------------------------------|
| Improve safety                   | Safety                                 |
| Improve reliability              | System Reliability                     |
| Reduce congestion                | Congestion Reduction                   |
| Maintain and preserve the system | Infrastructure Condition               |
| Improve freight/economic growth  | Freight Movement and Economic Vitality |
| Improve the environment          | Environmental Sustainability           |

## ATLANTA REGIONAL COMMISSION REGIONAL TRANSPORTATION PLAN

The 2020 Atlanta Regional Transportation Plan (RTP) was prepared by the Atlanta Regional Commission (ARC) with the goal of allocating funding for transportation projects in the 20-county Atlanta region through the year 2050. The RTP includes the following objectives:

- Improve quality of life at the neighborhood, city, county, and regional levels
- In partnership with local communities, equitably and strategically focus resources in areas of need and importance
- Improve public health through the built environment
- Integrate sound environmental principles that ensure the region's sustainability
- Maintain and operate the existing transportation system to provide for reliable travel
- Improve transit and nonsingle-occupant vehicle options to boost economic competitiveness and reduce environmental impacts
- Strategically expand the transportation system while supporting local land use plans
- Provide for a safe and secure transportation network
- Promote an accessible and equitable transportation system
- Support the reliable movement of freight and goods
- Foster the application of advanced technologies to the transportation system

## TRANSPORTATION SYSTEM GOALS

With these considerations, broader transportation system goals were developed to help guide long term transportation investment decisions. These goals are shown below and presented on the next page with correlated federal, state, and regional goals.



**Developing East-  
West Travel**



**Developing an Active  
Mode Network**



**Improving North-  
South Travel**



**Making Connections  
to I-20**



**Developing Freight  
Corridors**



**Supporting Economic  
Development**

| VILLA RICA<br>TRANSPORTATION<br>SYSTEM GOAL | RELATED ARC RTP GOAL(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | RELATED SSTP<br>GOAL(S)                                                                                                                                                | RELATED FEDERAL<br>GOAL(S)                                                                                                                                             |
|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Developing<br>East/West<br>Travel           | <ul style="list-style-type: none"> <li>•Strategically expand the transportation system while supporting local land use plans</li> <li>• Provide for a safe and secure transportation network</li> <li>• Promote an accessible and equitable transportation system</li> <li>• Support the reliable movement of freight and goods</li> <li>•Improve quality of life at the neighborhood, city, county, and regional levels</li> <li>• In partnership with local communities, equitably and strategically focus resources in areas of need and importance</li> </ul>  | <ul style="list-style-type: none"> <li>•Improve safety</li> <li>•Improve reliability</li> <li>•Reduce congestion</li> <li>•Improve freight/ economic growth</li> </ul> | <ul style="list-style-type: none"> <li>•Safety</li> <li>•System Reliability</li> <li>•Congestion Reduction</li> <li>•Freight Movement and Economic Vitality</li> </ul> |
| Developing an<br>Active Mode<br>Network     | <ul style="list-style-type: none"> <li>•Strategically expand the transportation system while supporting local land use plans</li> <li>• Provide for a safe and secure transportation network</li> <li>• Promote an accessible and equitable transportation system</li> <li>• Improve public health through the built environment</li> <li>•Improve quality of life at the neighborhood, city, county, and regional levels</li> <li>• In partnership with local communities, equitably and strategically focus resources in areas of need and importance</li> </ul> | <ul style="list-style-type: none"> <li>•Improve safety</li> <li>•Improve reliability</li> </ul>                                                                        | <ul style="list-style-type: none"> <li>•Safety</li> <li>•System Reliability</li> </ul>                                                                                 |
| Improving<br>North/South<br>Travel          | <ul style="list-style-type: none"> <li>•Strategically expand the transportation system while supporting local land use plans</li> <li>• Provide for a safe and secure transportation network</li> <li>• Promote an accessible and equitable transportation system</li> <li>• Support the reliable movement of freight and goods</li> <li>•Improve quality of life at the neighborhood, city, county, and regional levels</li> <li>• In partnership with local communities, equitably and strategically focus resources in areas of need and importance</li> </ul>  | <ul style="list-style-type: none"> <li>•Improve safety</li> <li>•Improve reliability</li> <li>•Reduce congestion</li> <li>•Improve freight/ economic growth</li> </ul> | <ul style="list-style-type: none"> <li>•Safety</li> <li>•System Reliability</li> <li>•Congestion Reduction</li> <li>•Freight Movement and Economic Vitality</li> </ul> |



| VILLA RICA<br>TRANSPORTATION<br>SYSTEM GOAL | RELATED ARC RTP GOAL(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | RELATED SSTP<br>GOAL(S)                                                                                                                                                | RELATED FEDERAL<br>GOAL(S)                                                                                                                                             |
|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Make<br>Connections to<br>I-20              | <ul style="list-style-type: none"> <li>•Strategically expand the transportation system while supporting local land use plans</li> <li>• Provide for a safe and secure transportation network</li> <li>• Promote an accessible and equitable transportation system</li> <li>• Support the reliable movement of freight and goods</li> <li>•Improve quality of life at the neighborhood, city, county, and regional levels</li> <li>• In partnership with local communities, equitably and strategically focus resources in areas of need and importance</li> </ul> | <ul style="list-style-type: none"> <li>•Improve safety</li> <li>•Improve reliability</li> <li>•Reduce congestion</li> <li>•Improve freight/ economic growth</li> </ul> | <ul style="list-style-type: none"> <li>•Safety</li> <li>•System Reliability</li> <li>•Congestion Reduction</li> <li>•Freight Movement and Economic Vitality</li> </ul> |
| Develop Freight<br>Corridors                | <ul style="list-style-type: none"> <li>•Strategically expand the transportation system while supporting local land use plans</li> <li>• Provide for a safe and secure transportation network</li> <li>•Support the reliable movement of freight and goods</li> <li>•In partnership with local communities, equitably and strategically focus resources in areas of need and importance</li> </ul>                                                                                                                                                                 | <ul style="list-style-type: none"> <li>•Improve safety</li> <li>•Improve reliability</li> <li>•Reduce congestion</li> <li>•Improve freight/ economic growth</li> </ul> | <ul style="list-style-type: none"> <li>•Safety</li> <li>•System Reliability</li> <li>•Congestion Reduction</li> <li>•Freight Movement and Economic Vitality</li> </ul> |
| Supporting<br>Economic<br>Development       | <ul style="list-style-type: none"> <li>•Strategically expand the transportation system while supporting local land use plans</li> <li>• Provide for a safe and secure transportation network</li> <li>• Promote an accessible and equitable transportation system</li> <li>• Support the reliable movement of freight and goods</li> <li>•Improve quality of life at the neighborhood, city, county, and regional levels</li> <li>• In partnership with local communities, equitably and strategically focus resources in areas of need and importance</li> </ul> | <ul style="list-style-type: none"> <li>•Improve safety</li> <li>•Improve reliability</li> <li>•Reduce congestion</li> <li>•Improve freight/ economic growth</li> </ul> | <ul style="list-style-type: none"> <li>•Safety</li> <li>•System Reliability</li> <li>•Congestion Reduction</li> <li>•Freight Movement and Economic Vitality</li> </ul> |

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# PLAN DEVELOPMENT

## COMMUNITY ENGAGEMENT

In order to incorporate public opinion into the planning process, several opportunities for the community to provide input were provided. Details of the community engagement process are provided in Appendix A.

## STAKEHOLDER ENGAGEMENT

On February 27, 2020, community stakeholders were invited to participate in roundtable discussions. This included one meeting aimed at agencies and organizations in the City and a separate meeting targeted at businesses and property owners. These meeting were utilized to understand specific issues or concerns as well as to publicize the community open house.

## COMMUNITY MEETINGS

One formal community meeting was held on March 5, 2020. A total of eighteen people attended this meeting, which included the following informational material and input exercises:

- An Introduction station including background on the TMP process
- An Existing Conditions Station including the initial research on the transportation system
- An 'Exercises' Station where the community could provide facilitated input including:
  - o A ranking of the transportation system goals previously described in Chapter 3
  - o A ranking of which project types would be most beneficial to the community
  - o An exercise where community members could indicate on a map the areas they felt transportation investments were the most critical
  - o An exercise where community members could comment on a map of the existing Gold Nugget Trail Master Plan

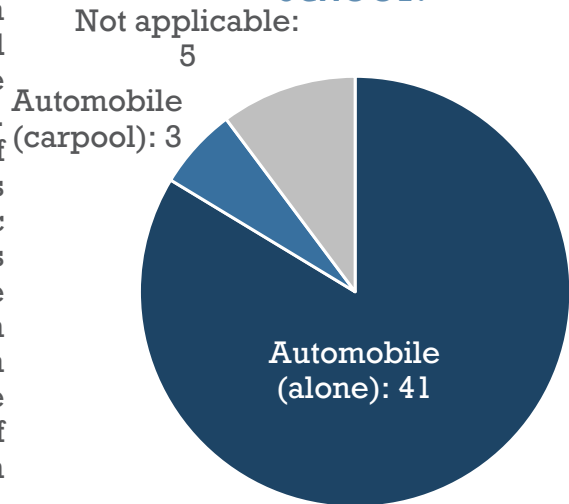


## ONLINE ENGAGEMENT

To supplement the in-person engagement, opportunities for the community to engage online were created through a Social Pinpoint website that included traditional survey formats and an interactive map. This website was publicized in a variety of ways including via social media, e-mail lists, and coordination with planning partners in the region. 58 people participated in the traditional survey component of the site, while 187 comments were registered on the interactive map. The online survey was developed to replicate two of the exercises from the traditional community meetings while included a handful of additional demographic questions in order to understand how well responses reflected known transportation conditions in the community. For instance, respondents were asked on their typical commute modes (as shown below) which compares relatively well – in both the number of ‘drive alone’ responses as well the relatively large number of ‘carpoolers’ – to data on the region from the American Community Survey.

Other questions in the survey focus on overall transportation conditions such as average distance and travel time to/from work.

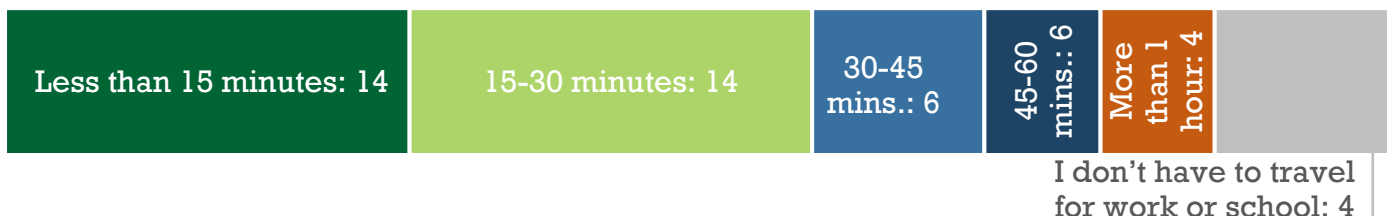
## SURVEY RESPONSES TO “WHAT IS YOUR PRIMARY MODE OF TRANSPORTATION FOR COMMUTING TO WORK OR SCHOOL?”



## SURVEY RESPONSES TO “HOW FAR DO YOU TRAVEL TO WORK OR SCHOOL?”



## SURVEY RESPONSES TO “HOW LONG DOES IT TYPICALLY TAKE YOU TO GET TO/FROM WORK OR SCHOOL?”





The key part of the survey replicates two of the exercises from the public meetings. One question focuses on the types of transportation projects that would be most helpful. Respondants were asked to rank project types from one (most desired) to seven (least desired.) Similar to what was observed in the community meetings, the top categories include ‘roadway capacity and operations’ and ‘intersection improvements.’

| CATEGORY                        | AVERAGE RANK |
|---------------------------------|--------------|
| Roadway Capacity and Operations | 2.3          |
| Intersection Improvements       | 2.2          |
| Roadway Safety                  | 3.2          |
| ITS Infrastructure              | 3.9          |
| Bicycle Infrastructure          | 5.5          |
| Pedestrian Infrastructure       | 5.5          |
| Freight Mobility                | 5.5          |

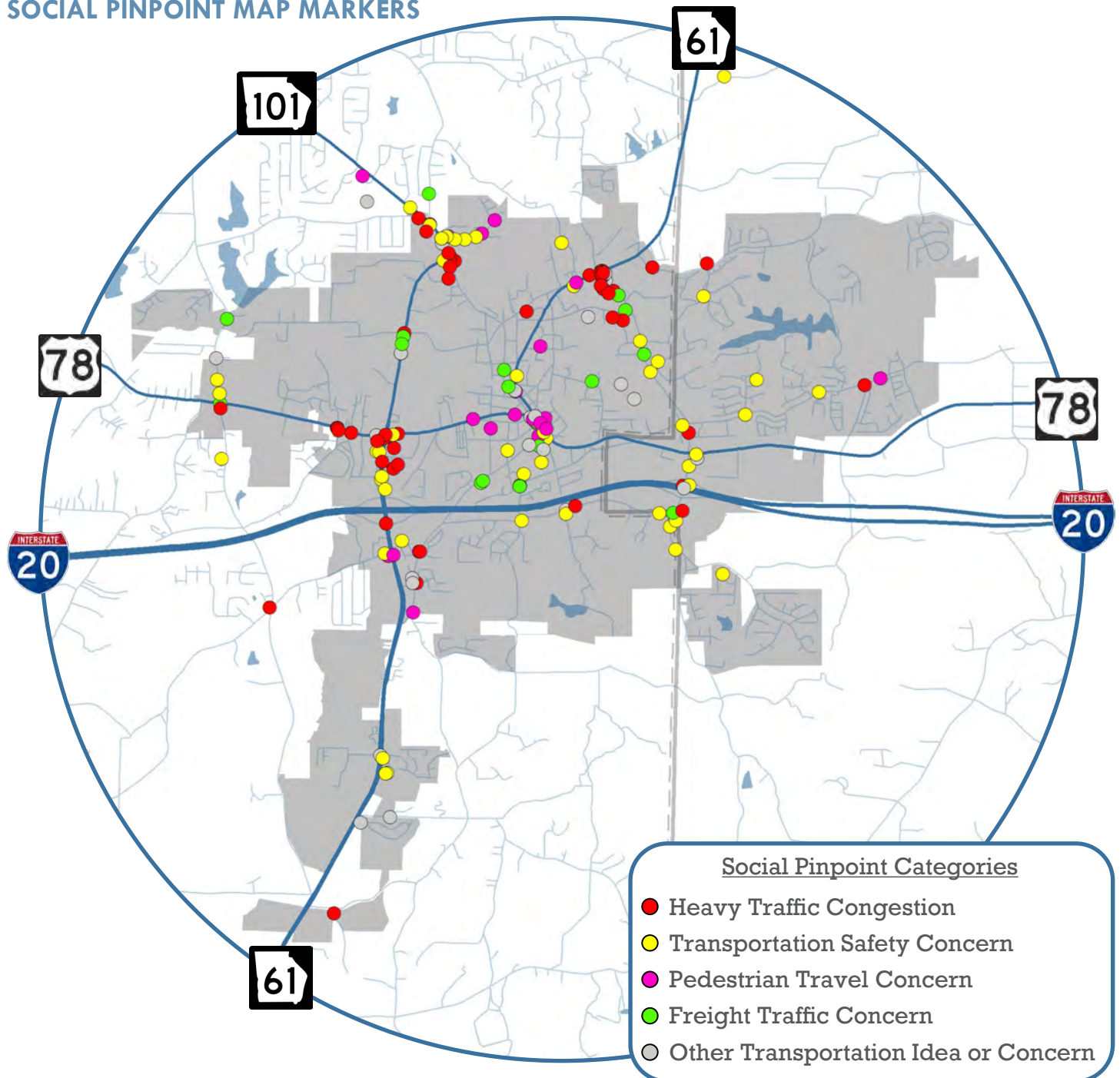
Similarly, respondents were also asked on their preferences for the transportation system goals, showing collective preferences similar to what was observed in the community meetings, with a larger emphasis on developing east west travel and developing freight corridors.

| CATEGORY                          | AVERAGE RANK |
|-----------------------------------|--------------|
| Developing East West Travel       | 2.6          |
| Developing an Active Mode Network | 4.5          |
| Improving North South Travel      | 2.9          |
| Making Connections to I-20        | 4.6          |
| Developing Freight Corridors      | 4.8          |
| Supporting Economic Development   | 4.5          |

The other component of the online engagement involved the use of an interactive map where respondents could place pins down on a map representing different types of concerns and comments and provide additional commentary as they felt needed. Categories included:

- Transportation Safety Concern
- Heavy Traffic Congestion
- Freight Traffic Concern
- Pedestrian Travel Concern
- Other Transportation Idea or Concern

## SOCIAL PINPOINT MAP MARKERS

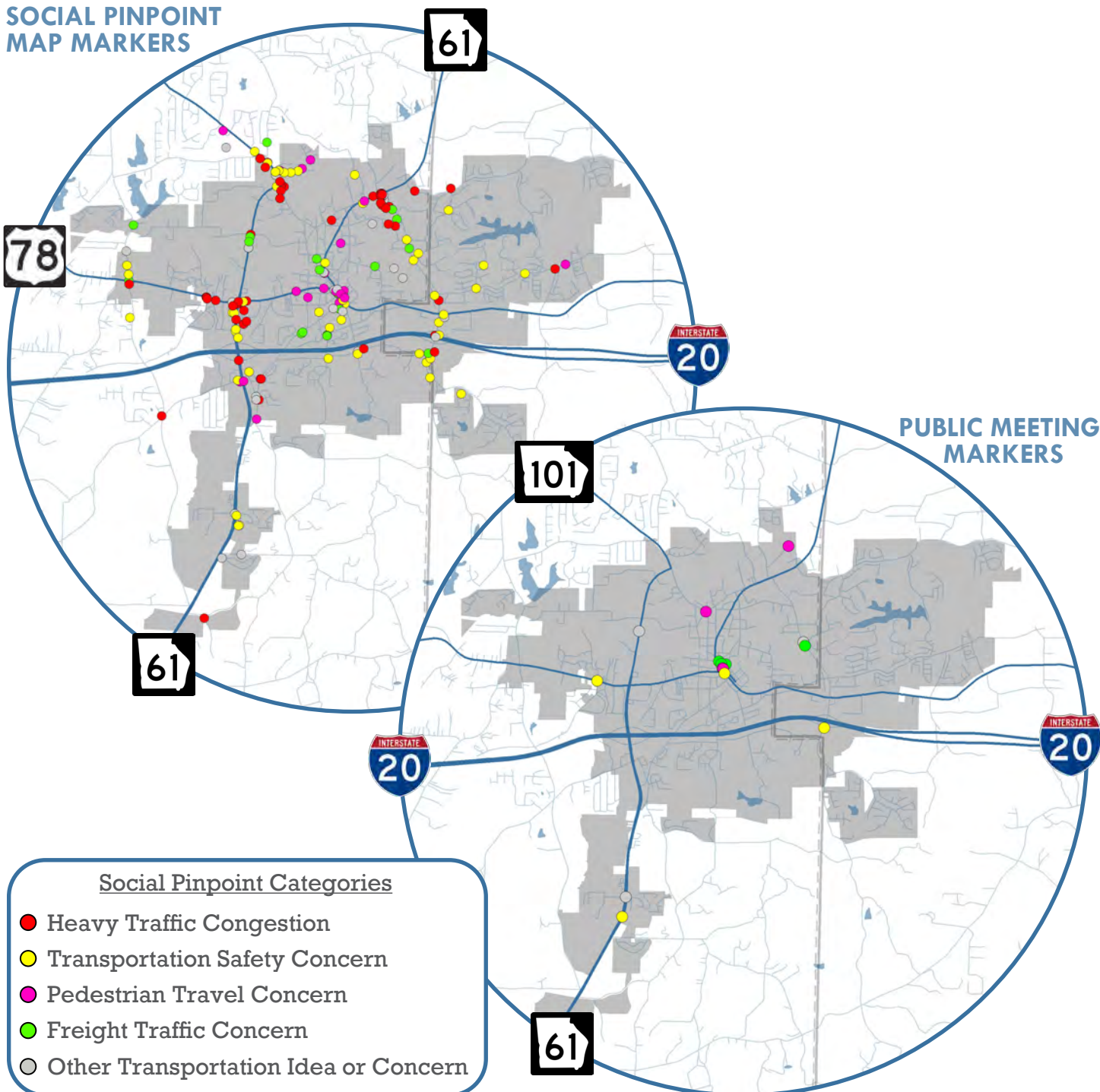


## SUMMARY OF COMMUNITY ENGAGEMENT AND INPUT

Given the disparate sources of community engagement and input, further compilation of results and input was appropriate to understand the collective direction from the community. In particular, this includes the three main exercises and questions held over the course of both the public and stakeholder meetings as well as through the online engagement tools.

- An exercise where community members could indicate on a map the areas where they felt transportation improvements were the most critical, the results presented below.

### SOCIAL PINPOINT MAP MARKERS



- A ranking of the transportation system goals previously described in Chapter 3, the results presented below

#### PUBLIC MEETING GOALS RANKING

| CATEGORY                          | NUMBER OF DOTS |
|-----------------------------------|----------------|
| Developing East West Travel       | 3              |
| Developing an Active Mode Network | 5              |
| Improving North South Travel      | 13             |
| Making Connections to I-20        | 2              |
| Developing Freight Corridors      | 10             |
| Supporting Economic Development   | 6              |

#### ONLINE SURVEY GOALS RANKING

| CATEGORY                          | AVERAGE RANK |
|-----------------------------------|--------------|
| Developing East West Travel       | 2.6          |
| Developing an Active Mode Network | 4.5          |
| Improving North South Travel      | 2.9          |
| Making Connections to I-20        | 4.6          |
| Developing Freight Corridors      | 4.8          |
| Supporting Economic Development   | 4.5          |

#### COMMUNITY GOALS RANKING

| CATEGORY                          | MEETING SCORE | SURVEY SCORE |
|-----------------------------------|---------------|--------------|
| Developing East West Travel       | 48            | 100          |
| Developing an Active Mode Network | 62            | 75           |
| Improving North South Travel      | 100           | 94           |
| Making Connections to I-20        | 39            | 75           |
| Developing Freight Corridors      | 88            | 73           |
| Supporting Economic Development   | 70            | 75           |



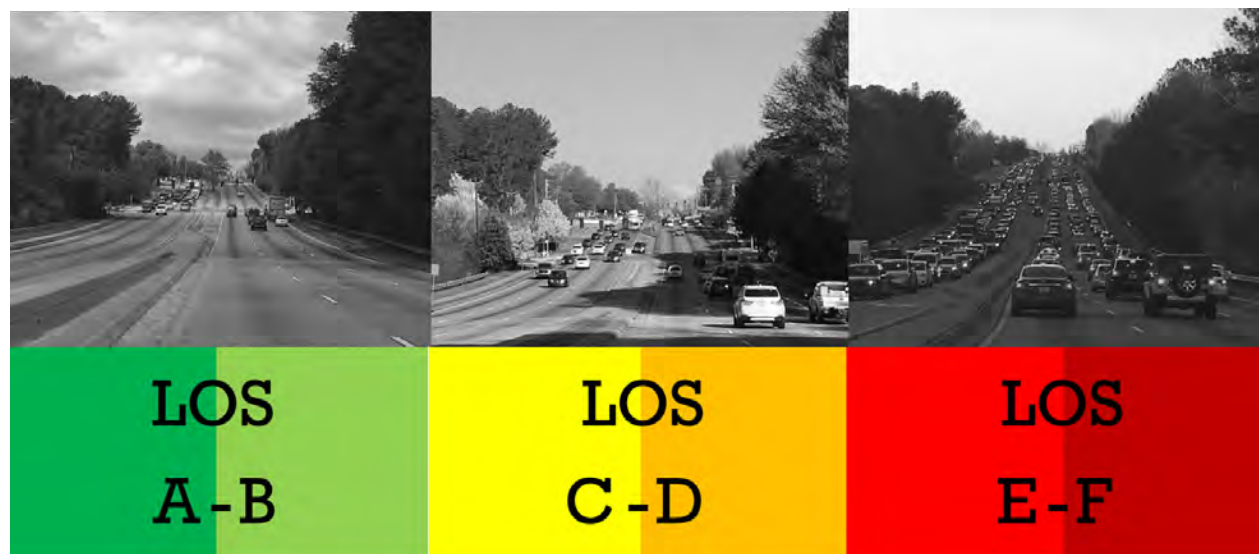
## TECHNICAL ANALYSIS

Complimenting the community input during the TMP process, a technical analysis was used to evaluate and understand different aspects of the transportation system including establishing existing conditions and needs, identify anticipated future conditions, and determine the needed improvements.

### INTERSECTION IMPROVEMENT PROJECTS

#### EXISTING CONDITIONS ANALYSIS

In coordination with the City staff, the planning team identified 29 major intersections at the city to analyze in further detail. Peak hour turning movement counts were collected the week of November 20, 2019 at these locations. The AM and PM peak hour conditions were modeled using the traffic engineering software Synchro and analyzed using standard reference Highway Capacity Manual (HCM) methodology in order to determine the average delay experienced by each vehicle at each intersection, which in turn is used to determine Level of Service (LOS). The HCM reports are included in Appendix B.



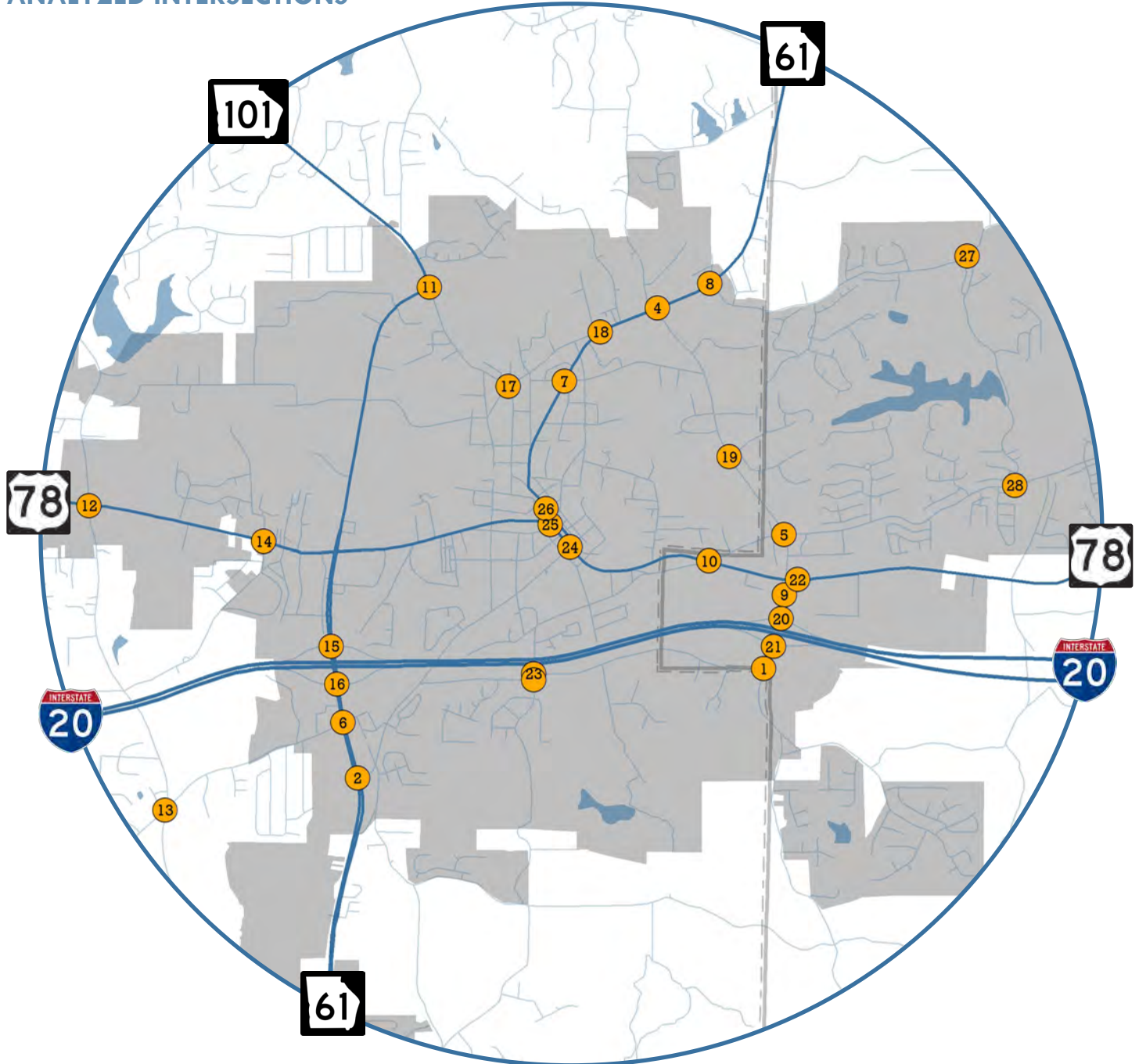
Two additional intersections (SR 61 at Vicksburg Dr/Bay Springs and SR 101/Rockmart Road at Reid Plantation Drive) were identified in the community engagement process. Due to the nature of the desired improvement at SR 61 at Vicksburg Dr/Bay Springs (a median break), it was not modeled in Synchro. Instead, volumes were calculated using the ITE Trip Generation Manual and delay was calculated based on the distance to the nearest median break. Due to the late addition and limited data availability, congestion was not calculated for SR 101/Rockmart Road at Reid Plantation Drive.

The improvement of the intersection of US 78 and GA SR 61 is a planned and funded GDOT project. While it is included in this plan, it was not analyzed as the project planning and design is already underway.

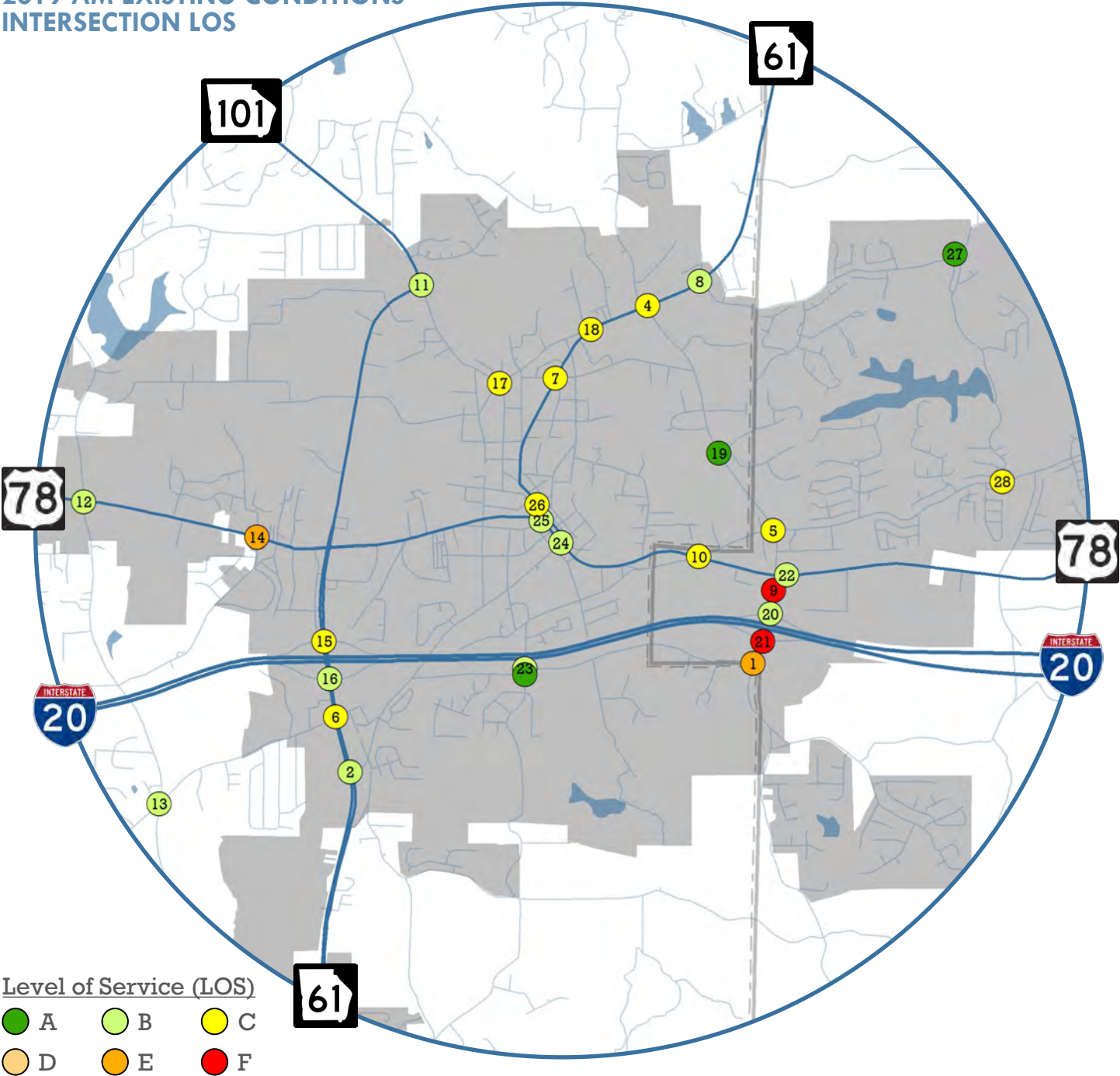
## ANALYZED INTERSECTIONS

| INTERSECTION ID | INTERSECTION                             |
|-----------------|------------------------------------------|
| 1               | Liberty Rd @ Edge Rd                     |
| 2               | Hwy 61 @ South Carroll Rd                |
| 3               | Hwy 61 @ US 78/; US 78 @ Rocky Branch Rd |
| 4               | Punkintown Rd @ Dallas Hwy               |
| 5               | Mirror Lake Blvd @ Conners Rd            |
| 6               | Hwy 61 @ Hickory Level Rd                |
| 7               | Dallas Hwy @ Old Stone Rd                |
| 8               | Hwy 61 @ Stockmar Rd                     |
| 9               | Liberty Rd @ Liberty Rd Connector        |
| 10              | Conners Rd @ Veterans Memorial Hwy       |
| 11              | Hwy 61 @ West/East Industrial Blvd       |
| 12              | Us 78 @ Van Wert Rd                      |
| 13              | South Van Wert Rd @ Hickory Level Rd     |
| 14              | Rocky Branch Rd @ Hwy 78                 |
| 15              | Hwy 61 @ I-20 @WB Ramps                  |
| 16              | Hwy 61 @ I-20 @EB Ramps                  |
| 17              | Rockmart Rd @ Old Town Rd                |
| 18              | Dallas Hwy @ Old Town Rd                 |
| 19              | Punkintown Rd @ Shoreline Pkwy           |
| 20              | Liberty Rd @ I-20 WB Ramps               |
| 21              | Liberty Rd @ I-20 EB Ramps               |
| 22              | Liberty Rd Connector @ Hwy 78            |
| 23              | Daniel Rd @ Edge Rd                      |
| 24              | Hwy 78 @ South Carroll Rd                |
| 25              | Hwy 78 @ Westview Dr                     |
| 26              | Main St @ Cheeves St                     |
| 27              | Mirror Lake Pkwy @ Stockmar Rd           |
| 28              | Mirror Lake Pkwy @ Conners Rd            |
| 29              | Daniel Rd @ Berry Dr                     |
| 50              | SR 61 @ Vicksburg Dr/Bay Springs Dr      |

## ANALYZED INTERSECTIONS

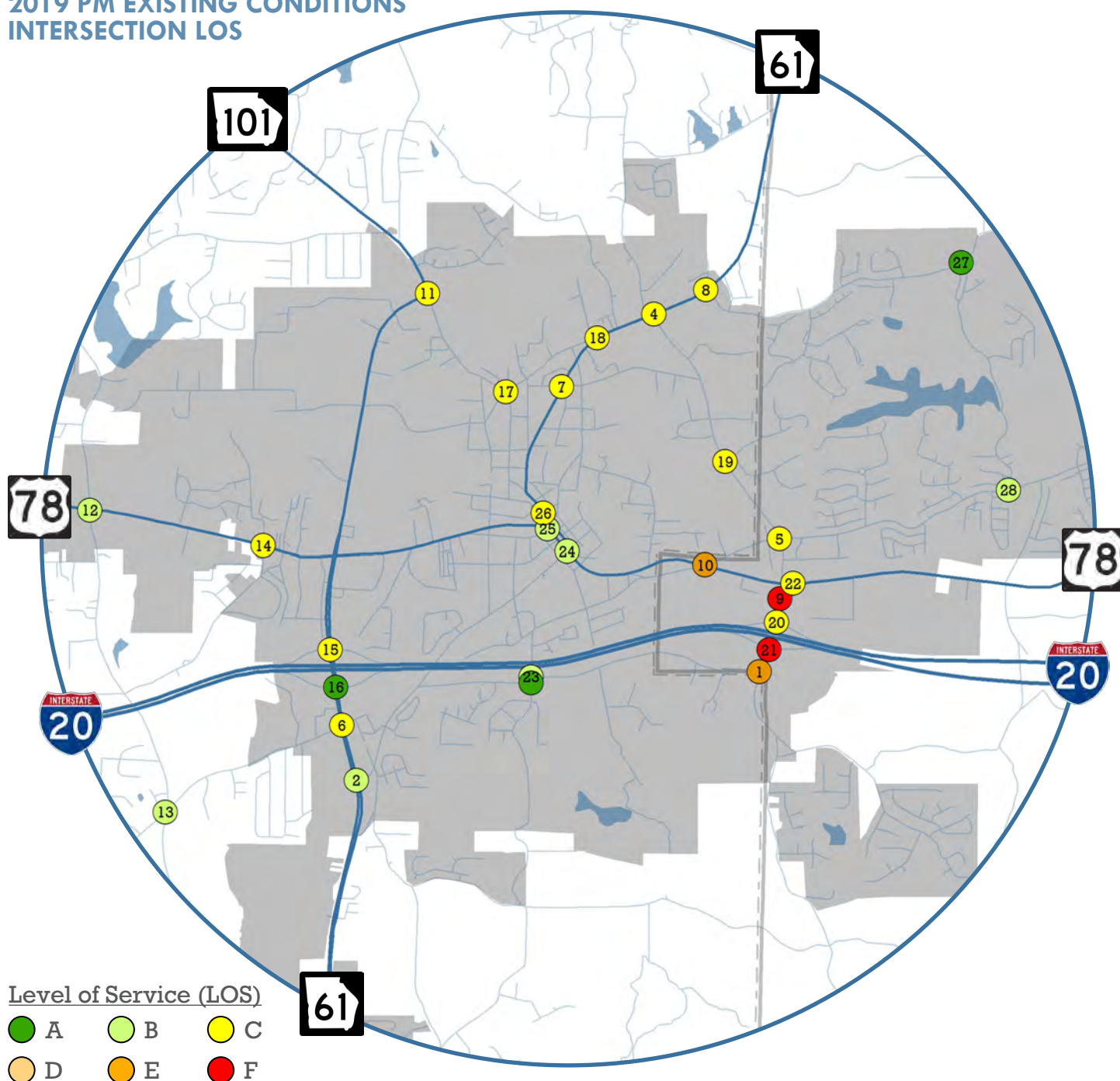


2019 AM EXISTING CONDITIONS  
INTERSECTION LOS





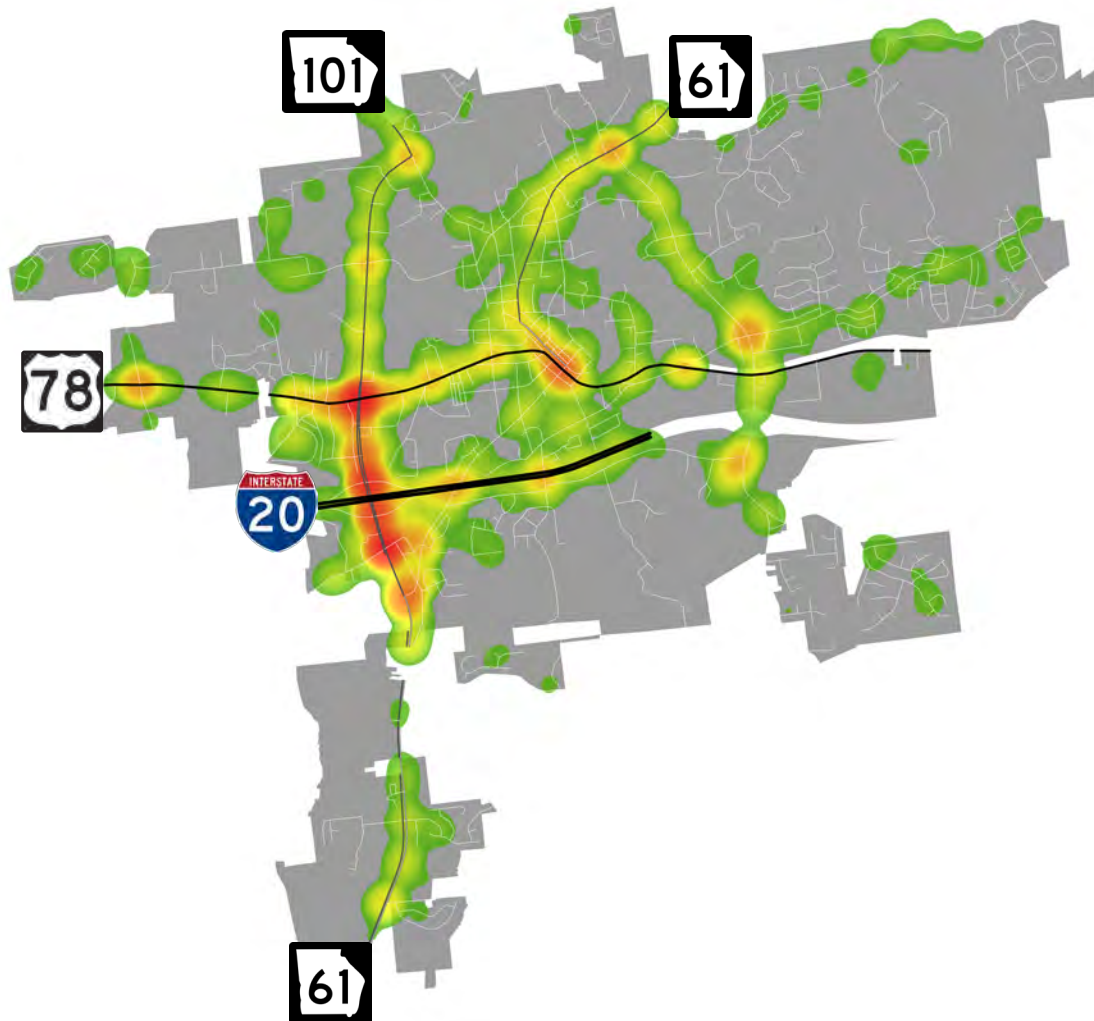
## 2019 PM EXISTING CONDITIONS INTERSECTION LOS



Crash history from the years 2014-2018 was collected through the city and analyzed at each intersection using the Georgia Electronic Accident Reporting System (GEARS) to identify safety issues.

## HEATMAP OF VILLA RICA CRASH HISTORY

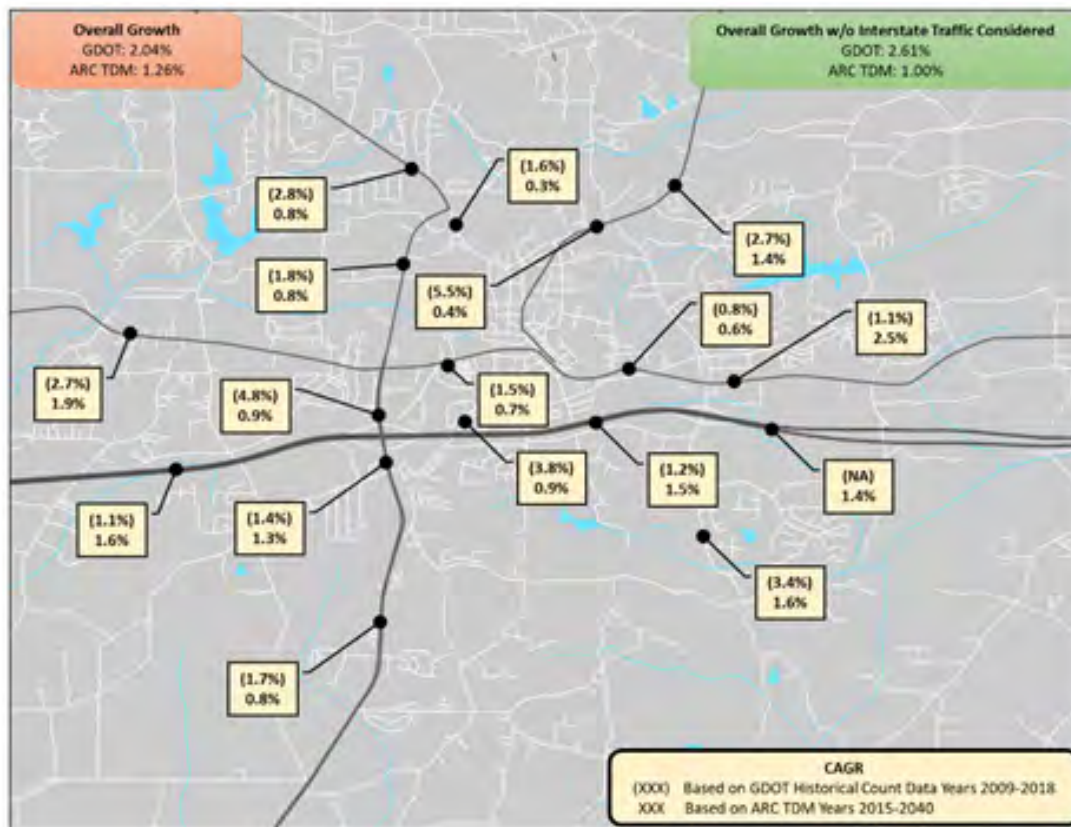
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A field review was performed on February 4, 2020 in order to further identify operational and safety concerns. The operation of each intersection was observed in the AM and PM peak hour. The notes from this field review and the crash data are included in Appendix C.

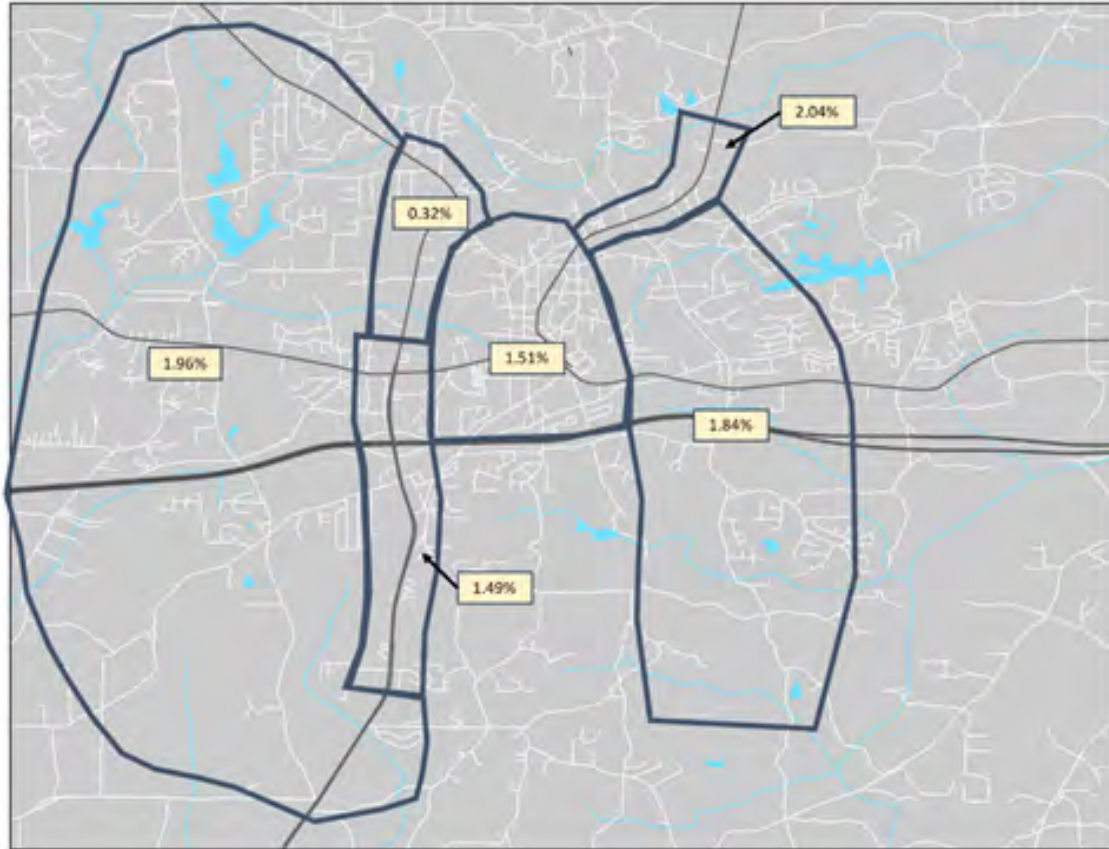
## TRAFFIC FORECASTING

In order to determine needed improvements, future traffic volume forecasting was performed. Intersection turning volumes were calculated for the planned year of 2045 using a compound annual growth rate determined using GDOT historical data and the ARC's Travel demand model (TDM). The historical data was used to determine past annual growth rates based on an exponential regression model of best fit. The TDM was utilized to understand projected traffic volume trends for the future along the corridor which is based on information about the anticipated demand of traffic (generated through anticipated changes in land use) and couples it with information on the anticipated supply (where roads are location, number of lanes, etc.) of the transportation system. It is important to note that while the exact traffic volumes from the TDM may not accurately reflect actual volumes on study area roadways, changes in volume identified by the model are still useful for traffic projections because they account for changes in future land uses, land use intensities, population, and employment. A growth rate based on the TDM was calculated at each GDOT count location, presented below. The growth calculations based on historical data and the TDM are included in Appendix D.





In order to account for the fact that different areas of the city are expected to grow at different rates, the city was divided into six “growth zones,” presented below. GDOT historical count stations within each zone and the corresponding TDM based growth rates were averaged in order to determine a growth rate for each zone, presented below.



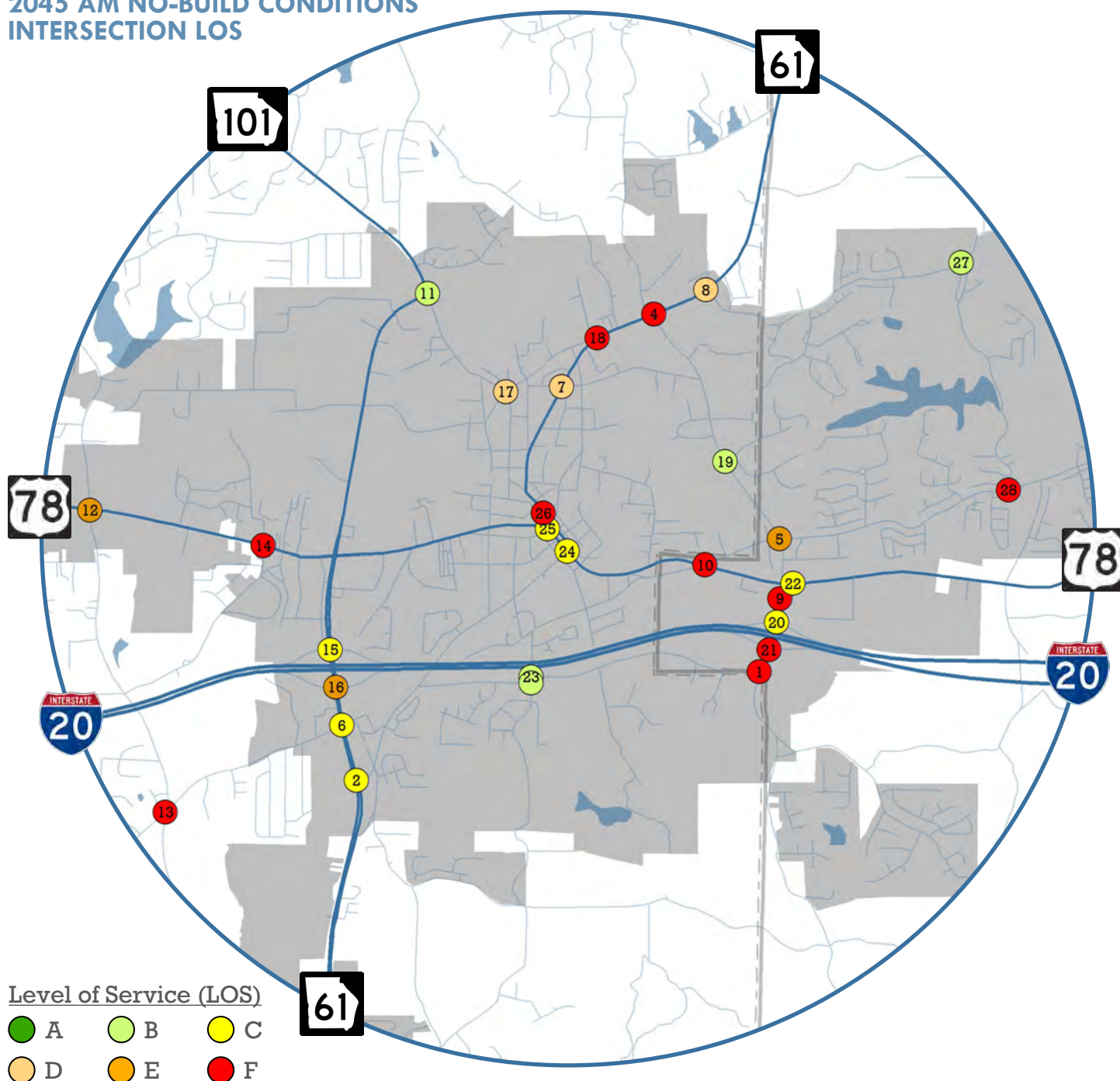
The calculated growth rates were applied to the existing 2019 traffic counts at each intersection to calculate 2045 future volumes. Future traffic volumes are provided in Appendix E.

#### PROJECT DEVELOPMENT

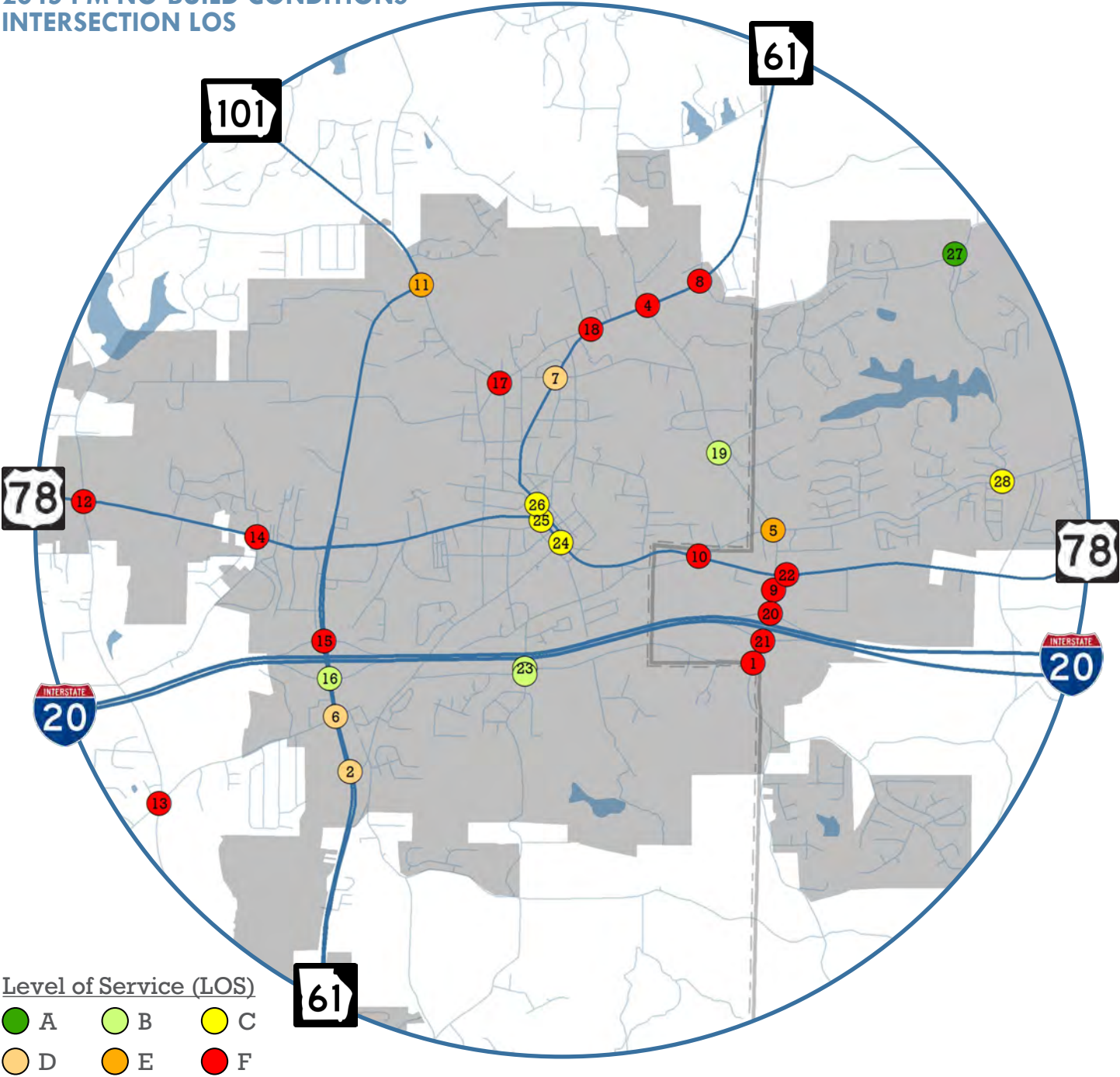
The forecasted traffic volumes were input into the Synchro model and analyzed using HCM methodology to determine the 2045 No Build conditions in the AM and PM peak hours. At each location project improvements, if needed, were determined based on engineering judgment, feasibility and delay reduction. Each intersection was added as a project for consideration in the Transportation Master Plan if improvements were determined to be necessary. These improvements were modeled in Synchro and analyzed using HCM methodology to calculate the 2045 Build Conditions in the AM and PM peak hours.



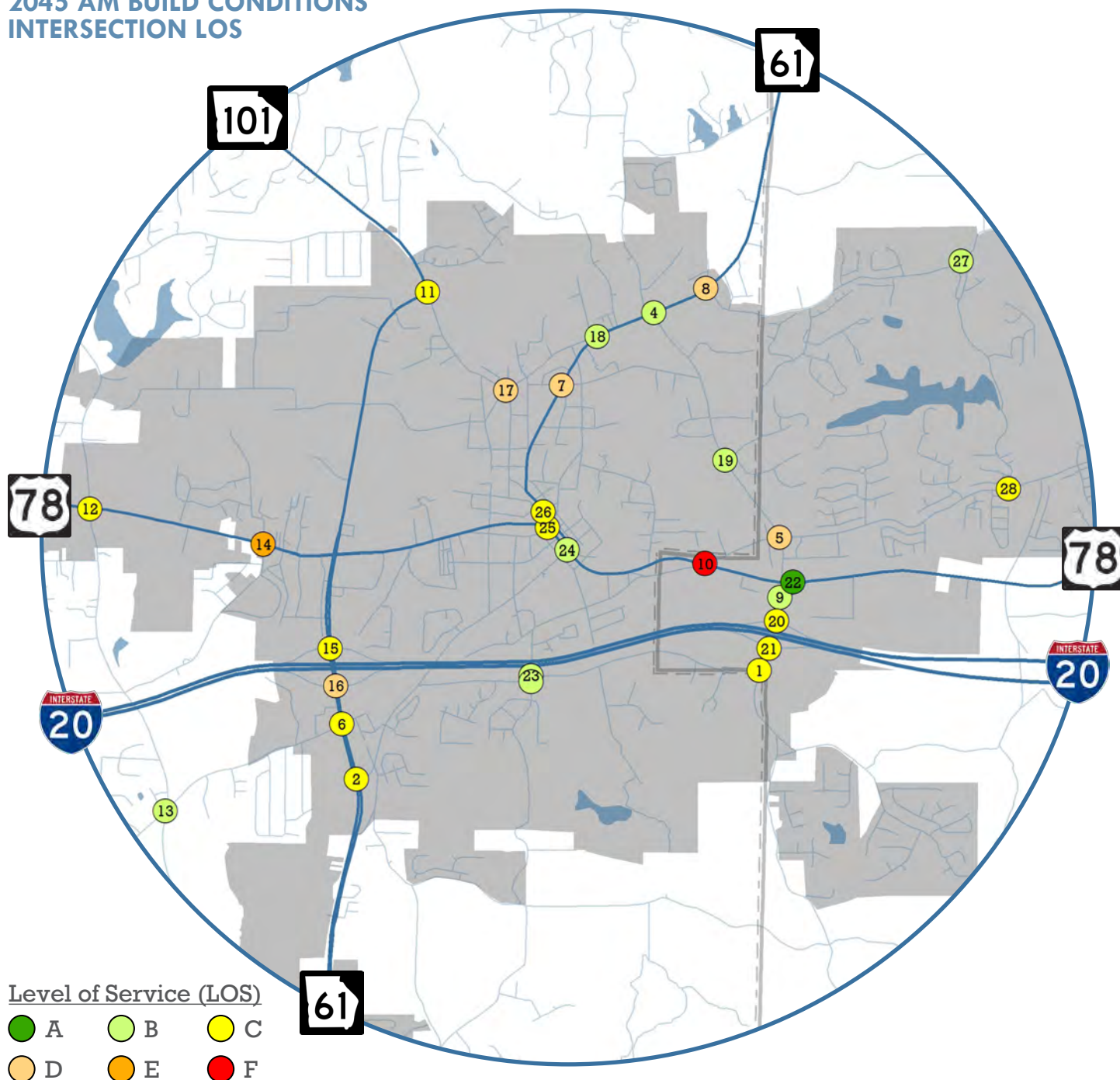
## 2045 AM NO-BUILD CONDITIONS INTERSECTION LOS



2045 PM NO-BUILD CONDITIONS  
INTERSECTION LOS

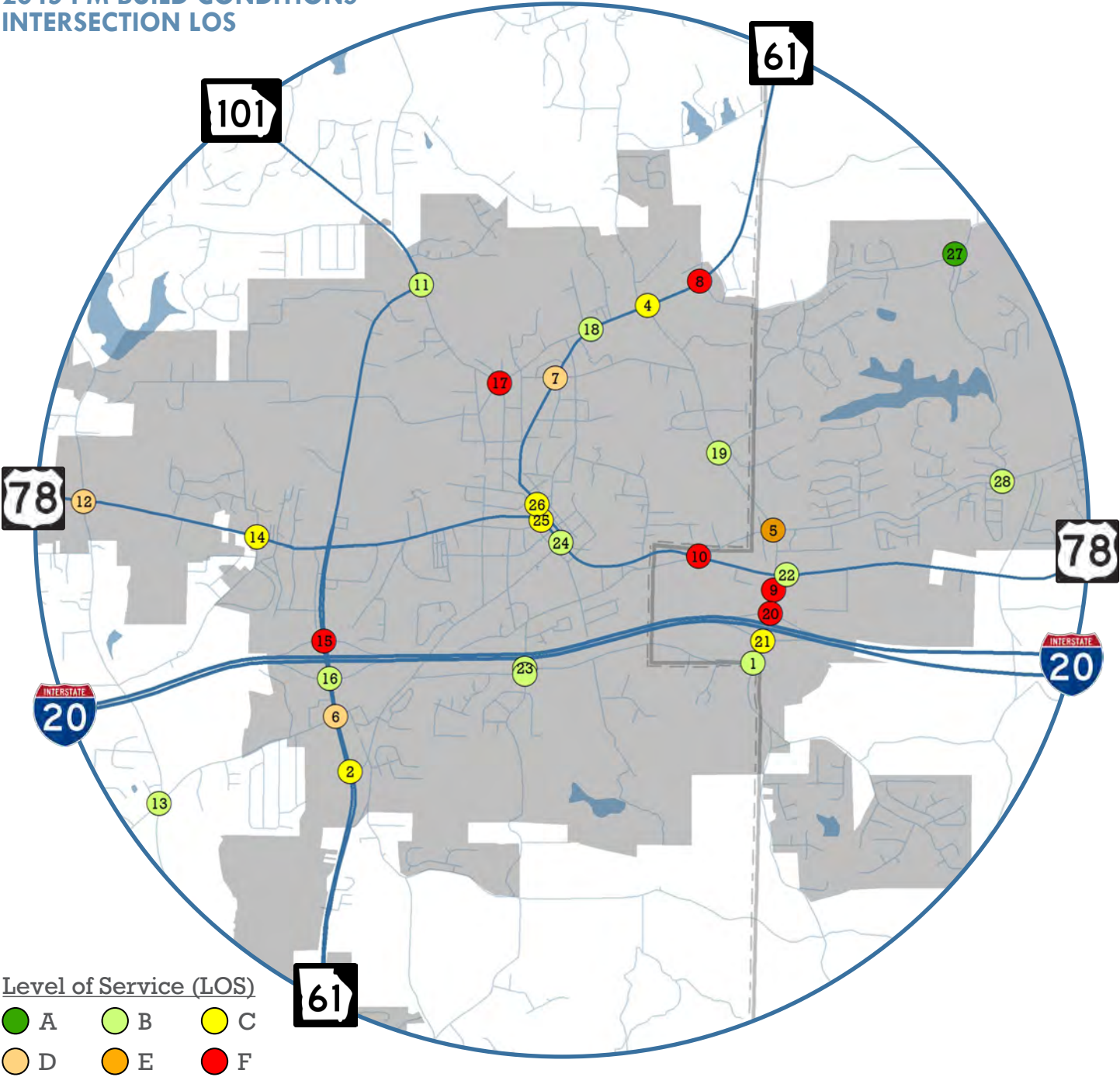


## 2045 AM BUILD CONDITIONS INTERSECTION LOS





2045 PM BUILD CONDITIONS  
INTERSECTION LOS

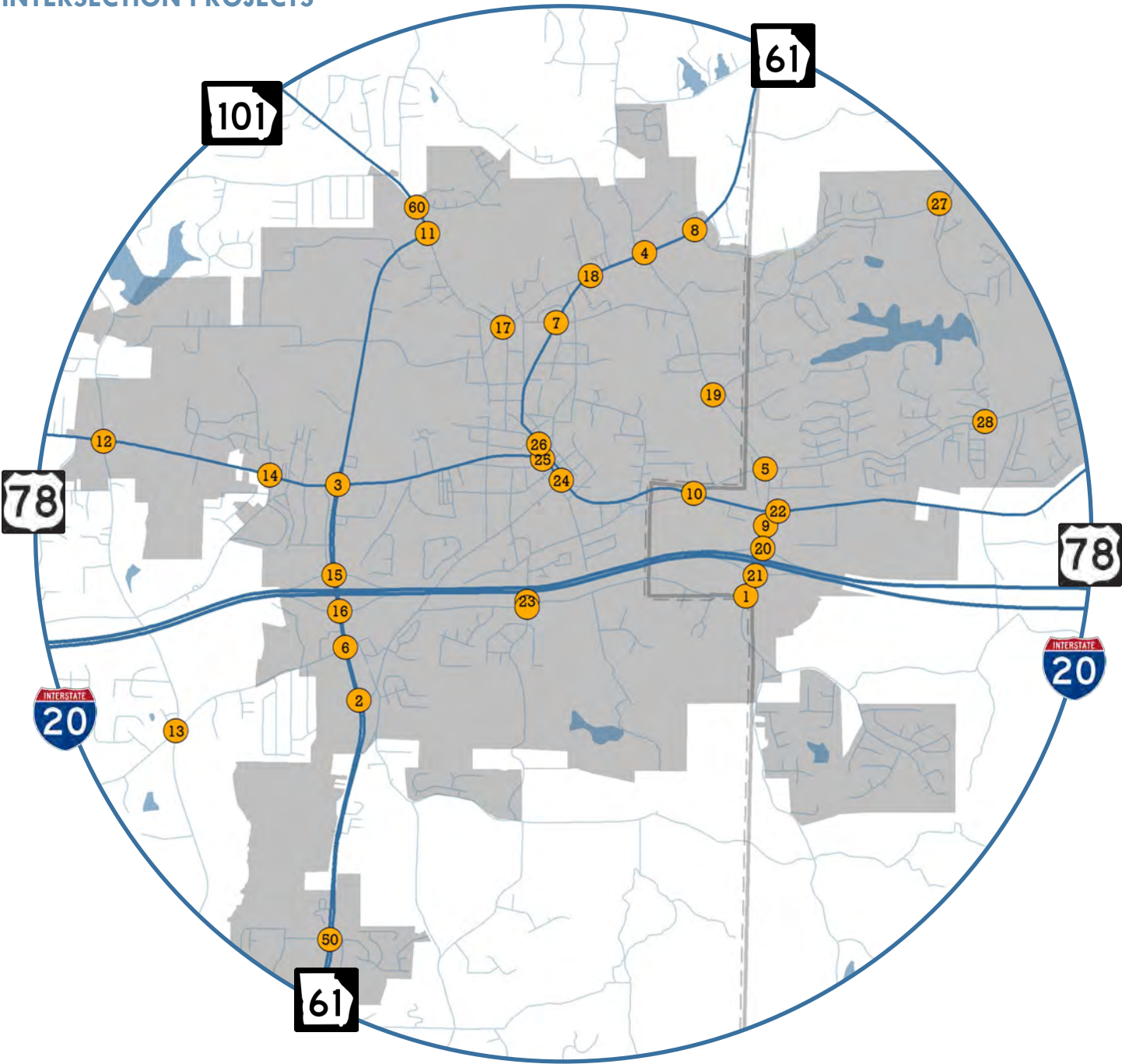




## INTERSECTION PROJECTS

| PROJECT ID | PROJECT                                  | DESCRIPTION                                                                                                                  |
|------------|------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| 1          | Liberty Rd @ Edge Rd                     | Install roundabout                                                                                                           |
| 2          | Hwy 61 @ South Carroll Rd                | Make WBL double LT                                                                                                           |
| 3          | Hwy 61 @ US 78/; US 78 @ Rocky Branch Rd | GDOT intersection improvements                                                                                               |
| 4          | Punkintown Rd @ Dallas Hwy               | Install roundabout with bypasses on all approaches                                                                           |
| 5          | Mirror Lake Blvd @ Conners Rd            | Install EB and WB double LT                                                                                                  |
| 7          | Dallas Hwy @ Old Stone Rd                | Add SB LTL                                                                                                                   |
| 8          | Hwy 61 @ Stockmar Rd                     | Install roundabout                                                                                                           |
| 9          | Liberty Rd @ Liberty Rd Connector        | Restrict westbound lefts, route around and back down; Long term, construct connector bridge on west side of Mirror Lake Blvd |
| 10         | Conners Rd @ Veterans Memorial Hwy       | Install roundabout                                                                                                           |
| 11         | Hwy 61 @ West/East Industrial Blvd       | Install roundabout                                                                                                           |
| 12         | Us 78 @ Van Wert Rd                      | Install SBL and SBR turn lanes; Install NBL turn lane                                                                        |
| 13         | South Van Wert Rd @ Hickory Level Rd     | Install roundabout                                                                                                           |
| 14         | Rocky Branch Rd @ Hwy 78                 | Signalize; Give WBL pm+pt phase                                                                                              |
| 15         | Hwy 61 @ I-20 @WB Ramps                  | Extend NBL turn bay to 250 ft; make NBL double LT                                                                            |
| 16         | Hwy 61 @ I-20 @EB Ramps                  | Extend SBL turn bay to 250 ft; make SBL double LT;                                                                           |
| 17         | Rockmart Rd @ Old Town Rd                | Install WBR turn bay                                                                                                         |
| 18         | Dallas Hwy @ Old Town Rd                 | Install roundabout                                                                                                           |
| 19         | Punkintown Rd @ Shoreline Pkwy           | Install WBR turn bay                                                                                                         |
| 20         | Liberty Rd @ I-20 WB Ramps               | Make WBR double RT, add lane with taper OR drop lane at Liberty Rd connector intersection                                    |
| 21         | Liberty Rd @ I-20 EB Ramps               | Signalize; make SBL double left                                                                                              |
| 22         | Liberty Rd Connector @ Hwy 78            | Install roundabout                                                                                                           |
| 24         | Hwy 78 @ South Carroll Rd                | Install SBR turn bay                                                                                                         |
| 26         | Main St @ Cheeves St                     | Install TWLTL                                                                                                                |
| 28         | Mirror Lake Pkwy @ Conners Rd            | Install SB LTL; NB RTL; TWLTL                                                                                                |
| 50         | SR 61 @ Vicksburg Dr/Bay Springs Dr      | Provide median break                                                                                                         |
| 60         | SR 101/Rockmart Rd @ Reid Plantation Dr  | <b>Convert to unsignalized High-T intersection</b>                                                                           |

INTERSECTION PROJECTS



## BICYCLE AND PEDESTRIAN PROJECTS

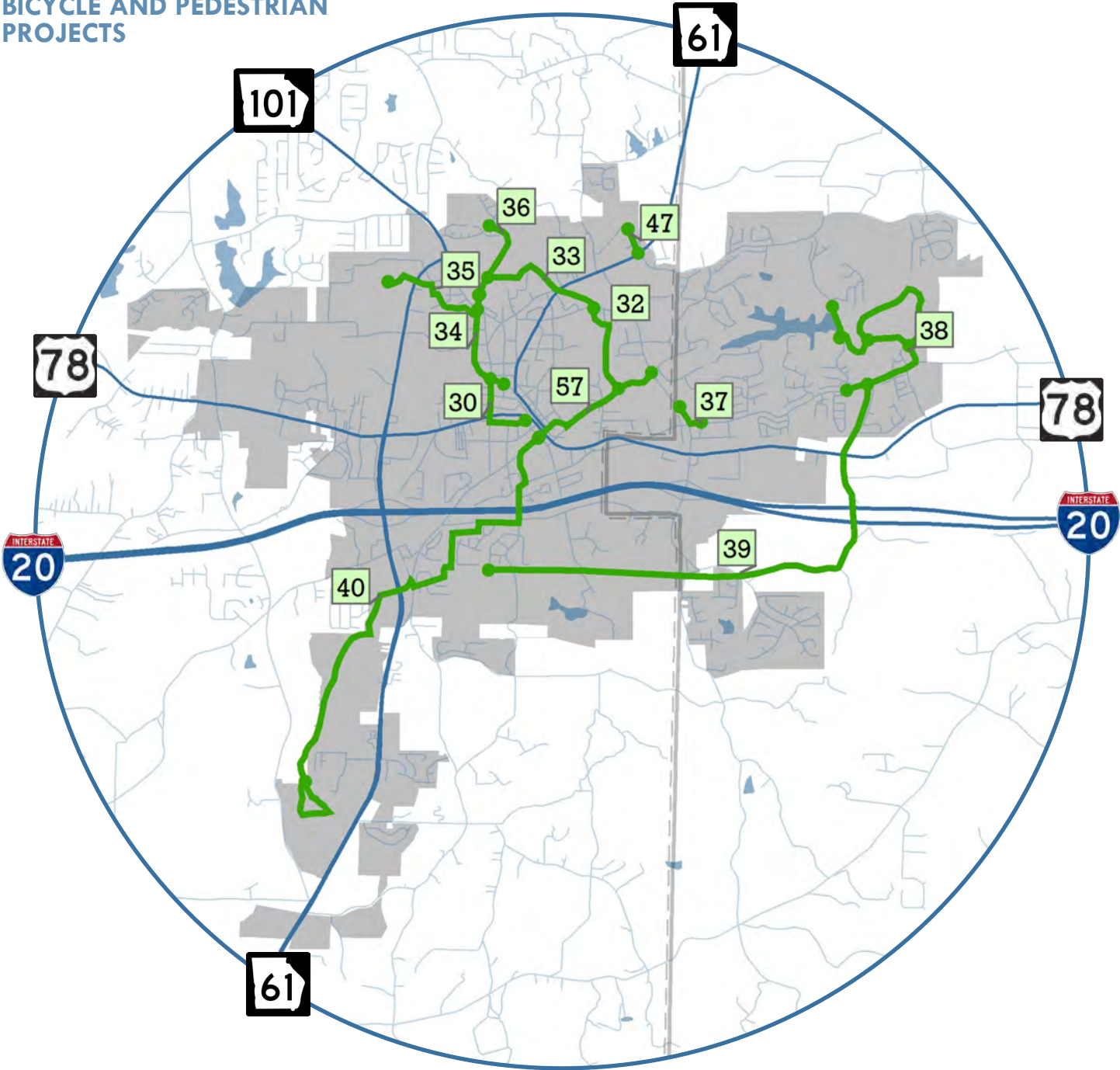
### PROJECT DEVELOPMENT

Bicycle and pedestrian projects include trails, sidewalk, and bike lanes. The starting point for the bicycle and pedestrian element of the Transportation Master Plan was the Gold Nugget Trail Master Plan. All projects from that effort were incorporated into the Transportation Master Plan, as well as other projects added based on input from the community and city staff. The bicycle and pedestrian component of the Shoreline Connector New Location roadway was also analyzed and incorporated into project evaluation.

### BICYCLE AND PEDESTRIAN PROJECTS

| PROJECT ID | PROJECT                                  |
|------------|------------------------------------------|
| 30         | Downtown Connector Trail                 |
| 32         | Cleghorn to Old Stone Rd Trail           |
| 33         | Tanner to Fullerville Trail              |
| 34         | Downtown to Fullerville Trail            |
| 35         | Gold Dust Park Connector Trail           |
| 36         | Fullerville to Reid Plantation Trail     |
| 37         | Mirror Lake Loop Trail                   |
| 38         | Conners Rd Park Trail                    |
| 39         | Tyson Rd Corridor Trail                  |
| 40         | South Connector Trail                    |
| 47         | Seniors Trail                            |
| 57         | Shoreline Connector                      |
| 59         | Downtown Grade Separated Ped RR Crossing |

BICYCLE AND PEDESTRIAN  
PROJECTS





## PROPENSITY ANALYSIS

Each bicycle and pedestrian project was evaluated for propensity. Propensity analysis in combination with public input helps to determine which projects will be the most effective at serving community needs. Data collected and evaluated in this analysis includes:

- History of bicycle and pedestrian crashes from the years 2014-2018 in the project vicinity utilizing GEARS data
- Population density utilizing American Community Survey data
- Employment density utilizing Longitudinal Employer-Household Dynamics (LEHD) data
- Density of households with no vehicle utilizing American Community Survey data
- Project connection to the downtown area based on the project limits

| PROJECT ID | CRASHES | POPULATION<br>DENSITY (PERSONS/<br>ACRE) | EMPLOYMENT<br>DENSITY (JOBS/ACRE) | HH W/ NO VEHICLE<br>DENSITY (HH/<br>ACRE) | DOWNTOWN<br>CONNECTION |
|------------|---------|------------------------------------------|-----------------------------------|-------------------------------------------|------------------------|
| 30         | 4       | 1.49                                     | 1.72                              | 0.06                                      | Yes                    |
| 32         | 0       | 0.75                                     | 1.61                              | 0.06                                      | No                     |
| 33         | 2       | 0.95                                     | 1.44                              | 0.05                                      | No                     |
| 34         | 0       | 1.14                                     | 0.76                              | 0.06                                      | Yes                    |
| 35         | 1       | 0.44                                     | 0.91                              | 0.05                                      | No                     |
| 36         | 0       | 0.94                                     | 0.2                               | 0.06                                      | No                     |
| 37         | 0       | 1.02                                     | 0.26                              | 0.01                                      | No                     |
| 38         | 0       | 1.02                                     | 0.08                              | 0                                         | No                     |
| 39         | 0       | 1.23                                     | 0.03                              | 0.02                                      | No                     |
| 40         | 9       | 1.04                                     | 0.78                              | 0.03                                      | Yes                    |
| 47         | 0       | 0.63                                     | 0.22                              | 0.02                                      | No                     |
| 57         | 4       | 1.3                                      | 1.02                              | 0.06                                      | Yes                    |
| 59         | 0       | 1.49                                     | 1.72                              | 0.06                                      | Yes                    |

## ROADWAY PROJECTS

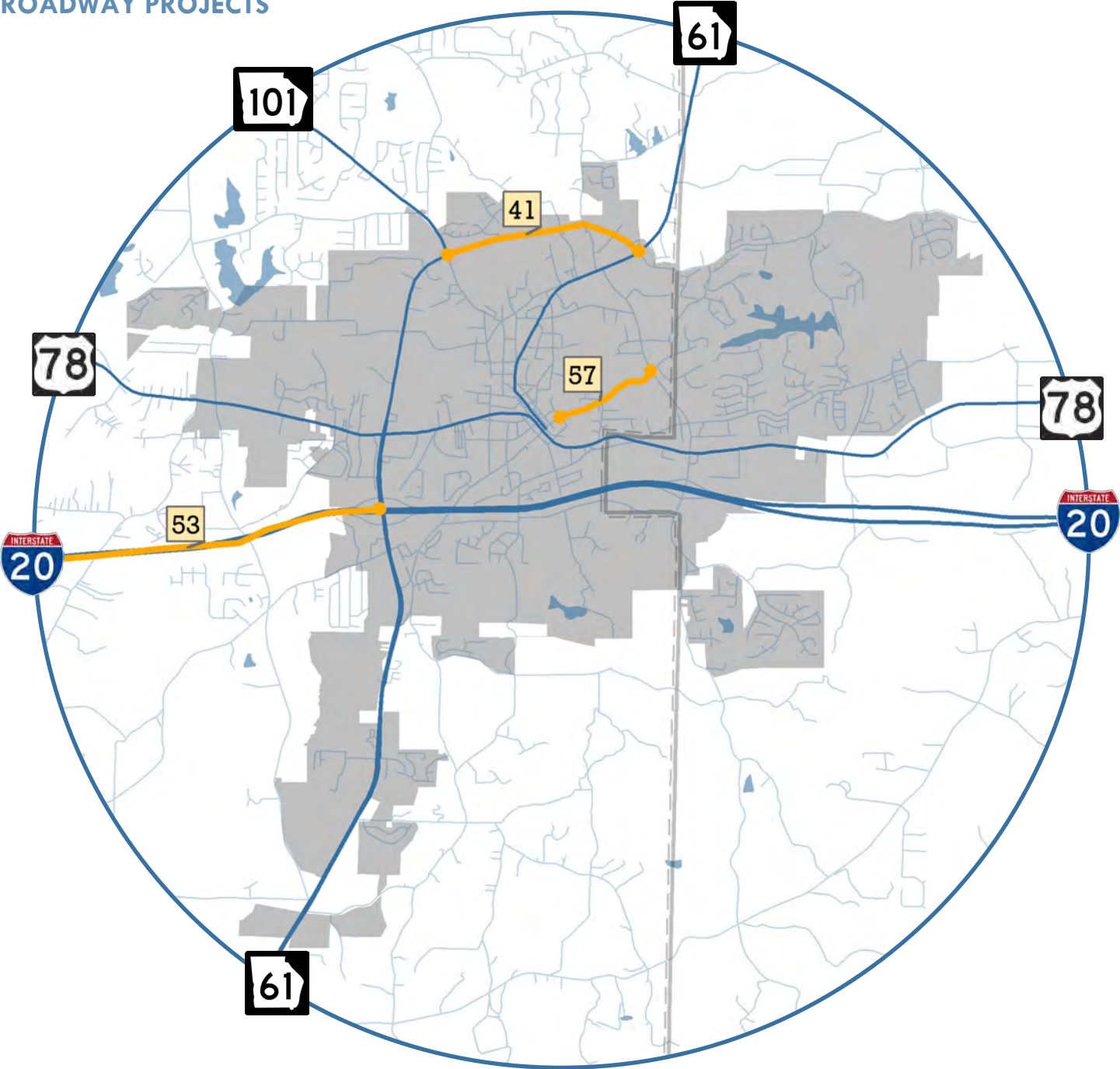
### PROJECT DEVELOPMENT

Roadway projects include widening and new location projects. The list of roadway projects was developed using existing planned state and local projects in addition to community input.

ROADWAY PROJECTS

| PROJECT ID | PROJECT                   | DESCRIPTIONI        |
|------------|---------------------------|---------------------|
| 41         | North Loop                | New Roadway         |
| 53         | I-20 from SR 61 to SR 113 | Widening to 6 Lanes |
| 57         | Shoreline Connector       | New Roadway         |

ROADWAY PROJECTS



## CRASH ANALYSIS

Vehicle crash history from the years 2014-2018 was collected for the affected area of each project using GEARS.

| INTERSECTION<br>ID | CRASHES | EXISTING WEIGHTED<br>CONGESTION | NO BUILD WEIGHTED<br>CONGESTION | BUILD WEIGHTED<br>CONGESTION | VEHICLES SERVED |
|--------------------|---------|---------------------------------|---------------------------------|------------------------------|-----------------|
| 41                 | 125     | 6,046                           | 10,653                          | 9,393                        | 49,769          |
| 53                 | 348     | 124,982                         | 213,414                         | 173,545                      | 707,014         |
| 57                 | 230     | 5,268                           | 8,537                           | 8,213                        | 39,187          |

## TRAVEL DEMAND MODEL ANALYSIS

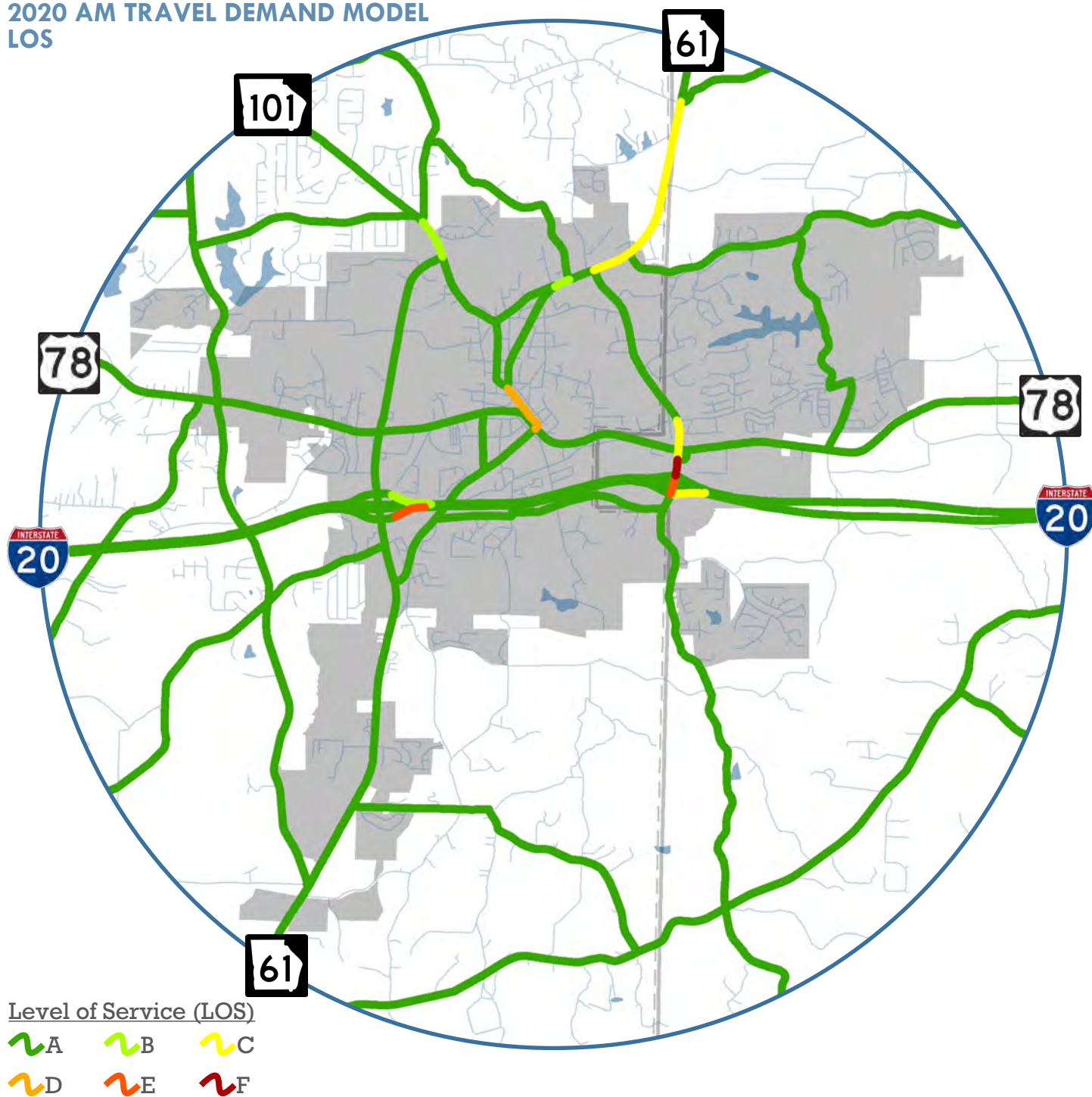
Roadway projects were analyzed using the ARC TDM in Cube software. Projects were modeled in three scenarios: 2020 Existing Conditions, 2020 No Build Conditions, and 2050 Build Conditions to compare and contrast how traffic flow and overall congestion may change. The following data from the model runs for each project affected area was used to evaluate the projects:

- Existing Conditions weighted congestion- Calculated based on the 2020 Existing Conditions model run, this data is the result of summing the multiple of volume to capacity ratio and vehicle miles traveled for all affected links for each project. This is an indication of the amount of congestion travelers currently experience in the project affected area.
- No-Build Conditions weighted congestion- Calculated based on the 2050 No Build Conditions model run, this data is the result of summing the multiple of volume to capacity ratio and vehicle miles traveled for all affected links for each project. This is an indication of the amount of congestion travelers are projected to experience in the project affected area in the year 2050 if the project is not installed.
- Build Conditions weighted congestion- Calculated based on the 2050 Build Conditions model run, this data is the result of summing the multiple of volume to capacity ratio and vehicle miles traveled for all affected links for each project. This is an indication of the amount of congestion travelers are projected to experience in the project affected area in the year 2050 if the project is installed.
- Vehicles Served- Calculated based on the 2050 Build Conditions, this data is the result of summing vehicle miles traveled for all links in the project affected area. This is an indication of the number of travelers that will be impacted by the project in the year 2050 if the project is installed.

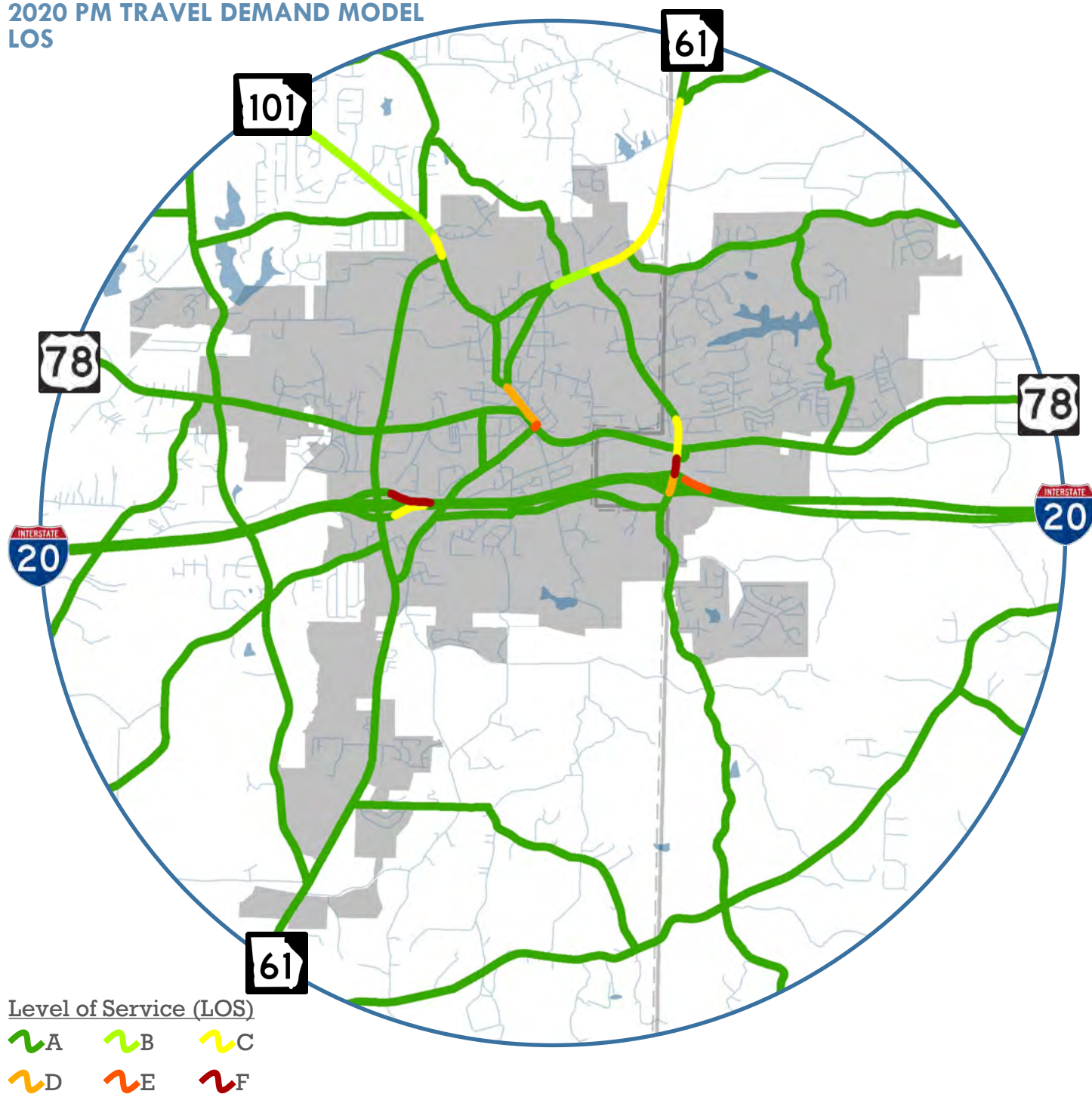
The results of the model runs are plotted by peak hour Level of Service in the AM and PM conditions for each scenario. The Level of Service results indicated from the travel demand model are more generalized to the overall capacity of roadway segments, based on the number of through lanes. Unlike the intersection Level of Service analysis, this Level of Service isn't able to understand the impacts of signal timing or intersection constraints and how that may impact congestion.



**2020 AM TRAVEL DEMAND MODEL  
LOS**

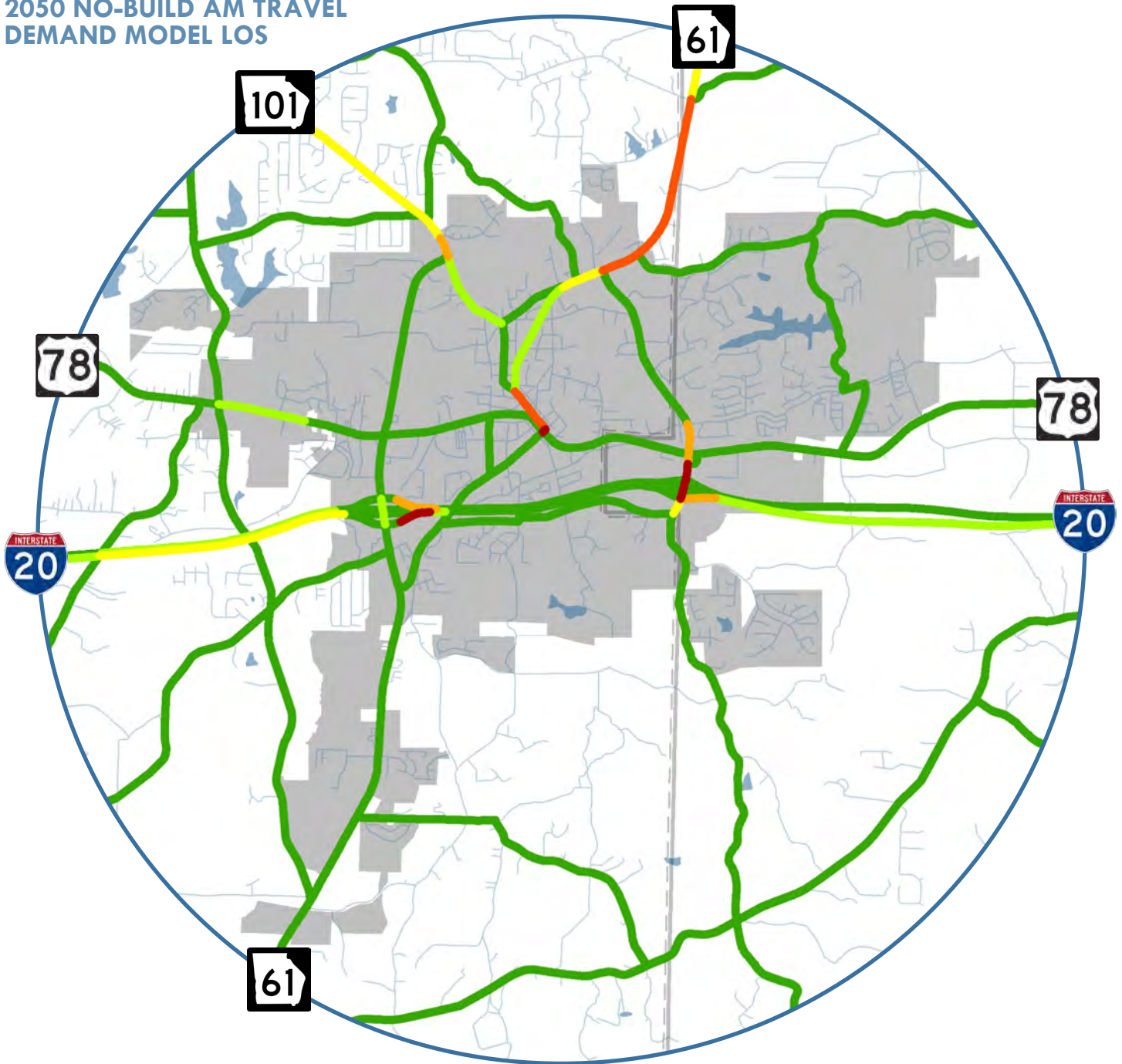


# 2020 PM TRAVEL DEMAND MODEL LOS

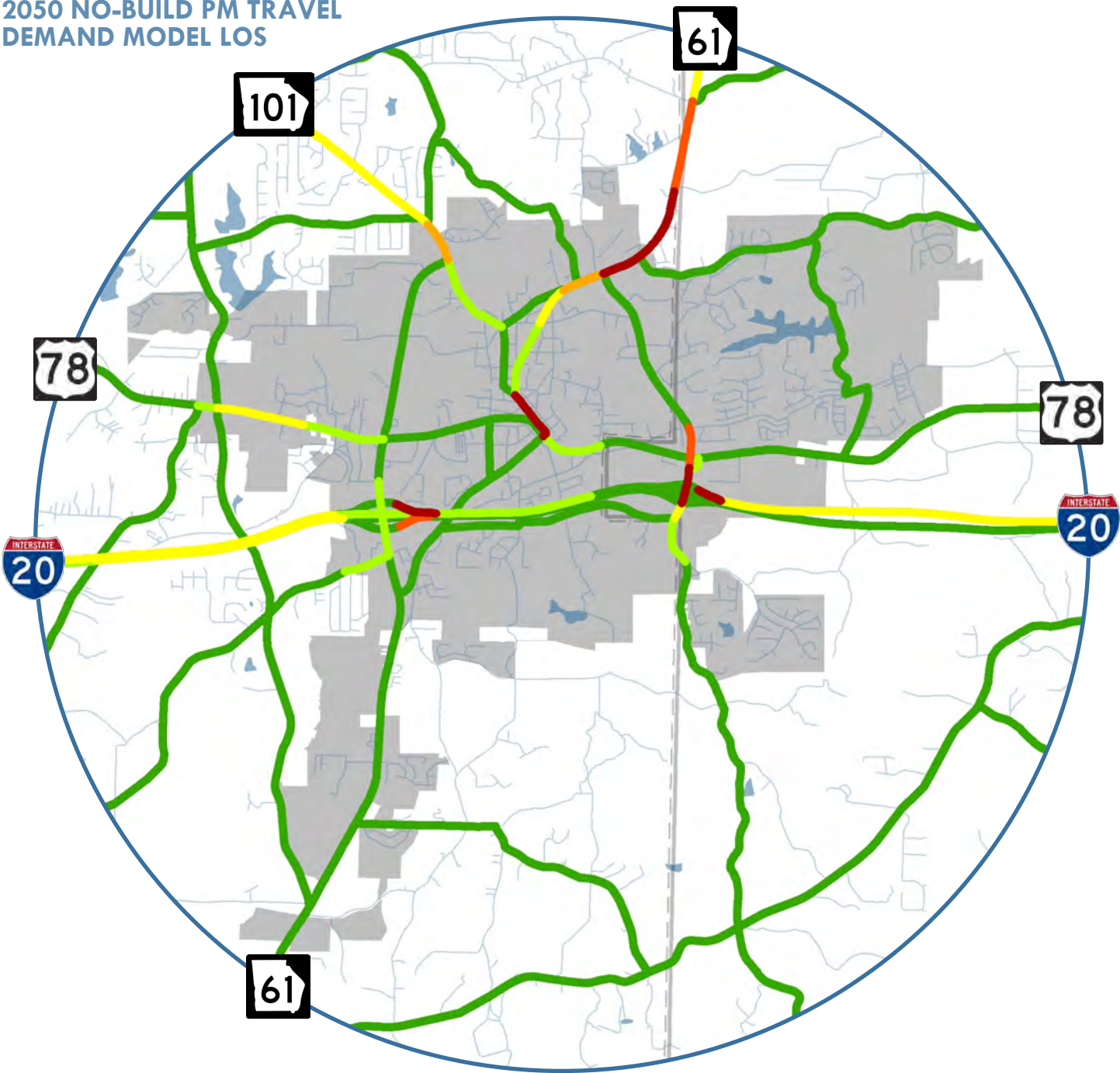




**2050 NO-BUILD AM TRAVEL  
DEMAND MODEL LOS**

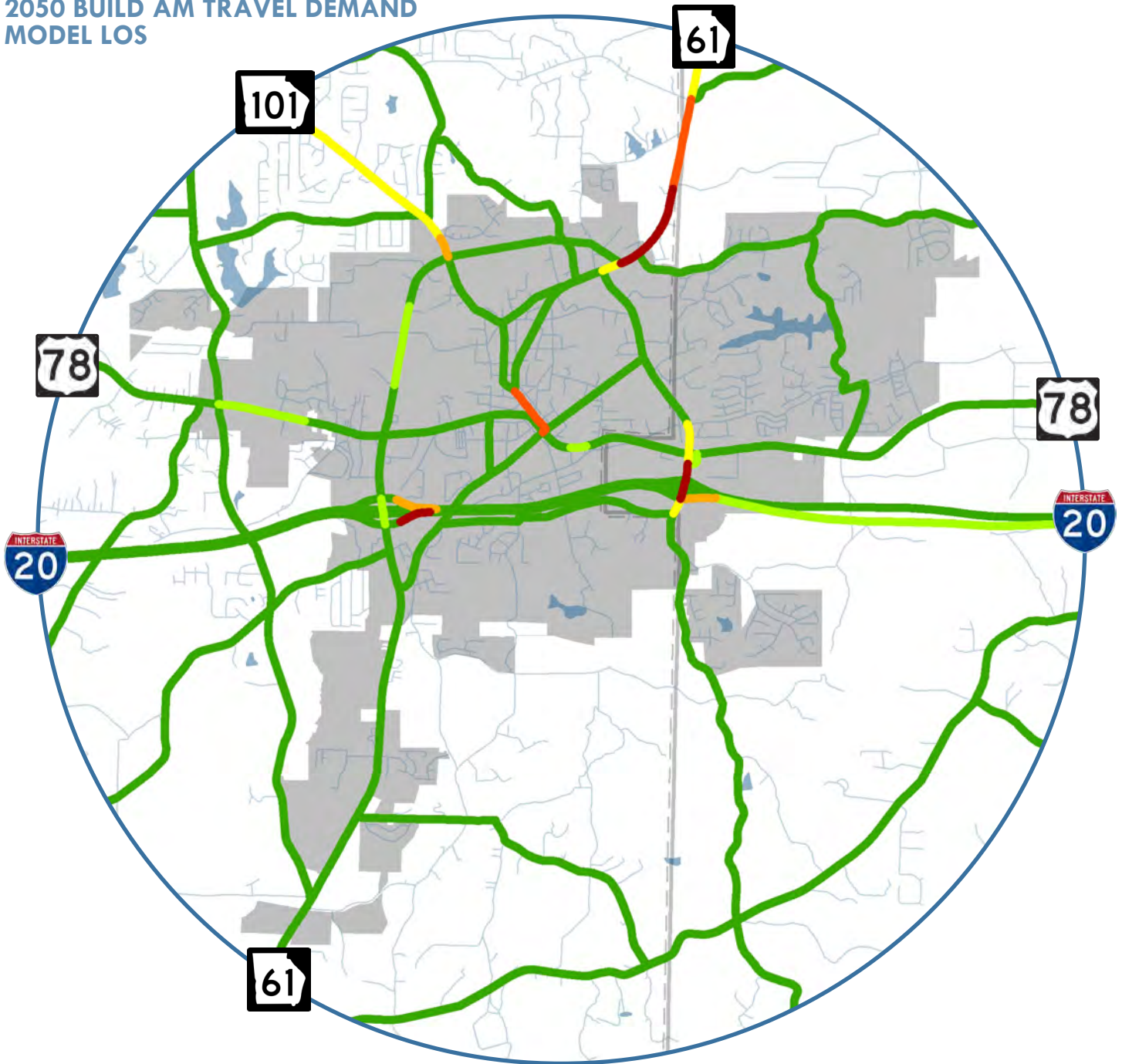


2050 NO-BUILD PM TRAVEL  
DEMAND MODEL LOS

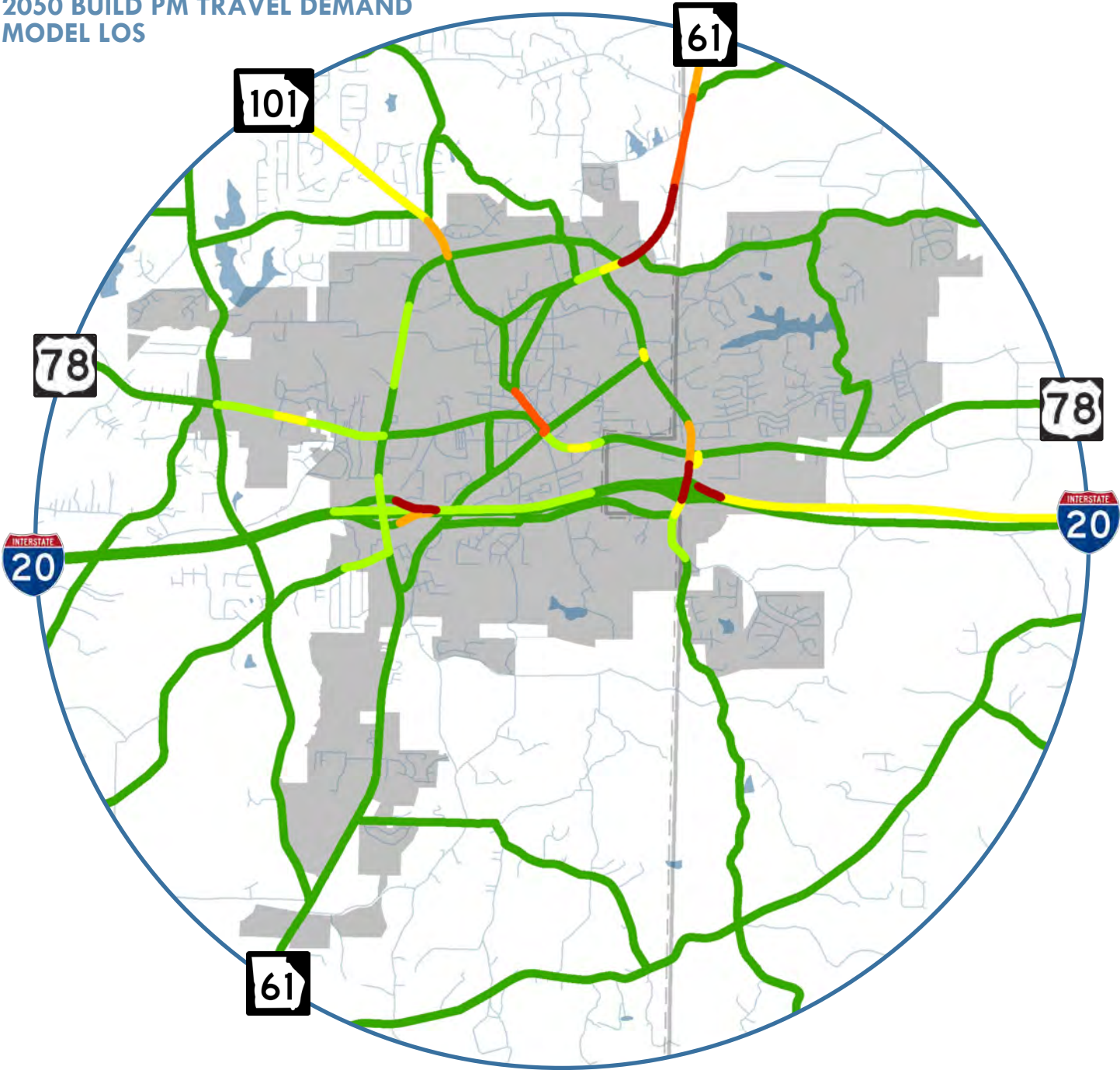




**2050 BUILD AM TRAVEL DEMAND  
MODEL LOS**



2050 BUILD PM TRAVEL DEMAND  
MODEL LOS



## SAFETY/OPERATIONAL PROJECTS

Several projects were developed based on input from the community and city staff to enhance the safety and operation of the city transportation system. While these improvements could not be analyzed for delay reduction using Synchro or Cube software, they were evaluated based on the following criteria:

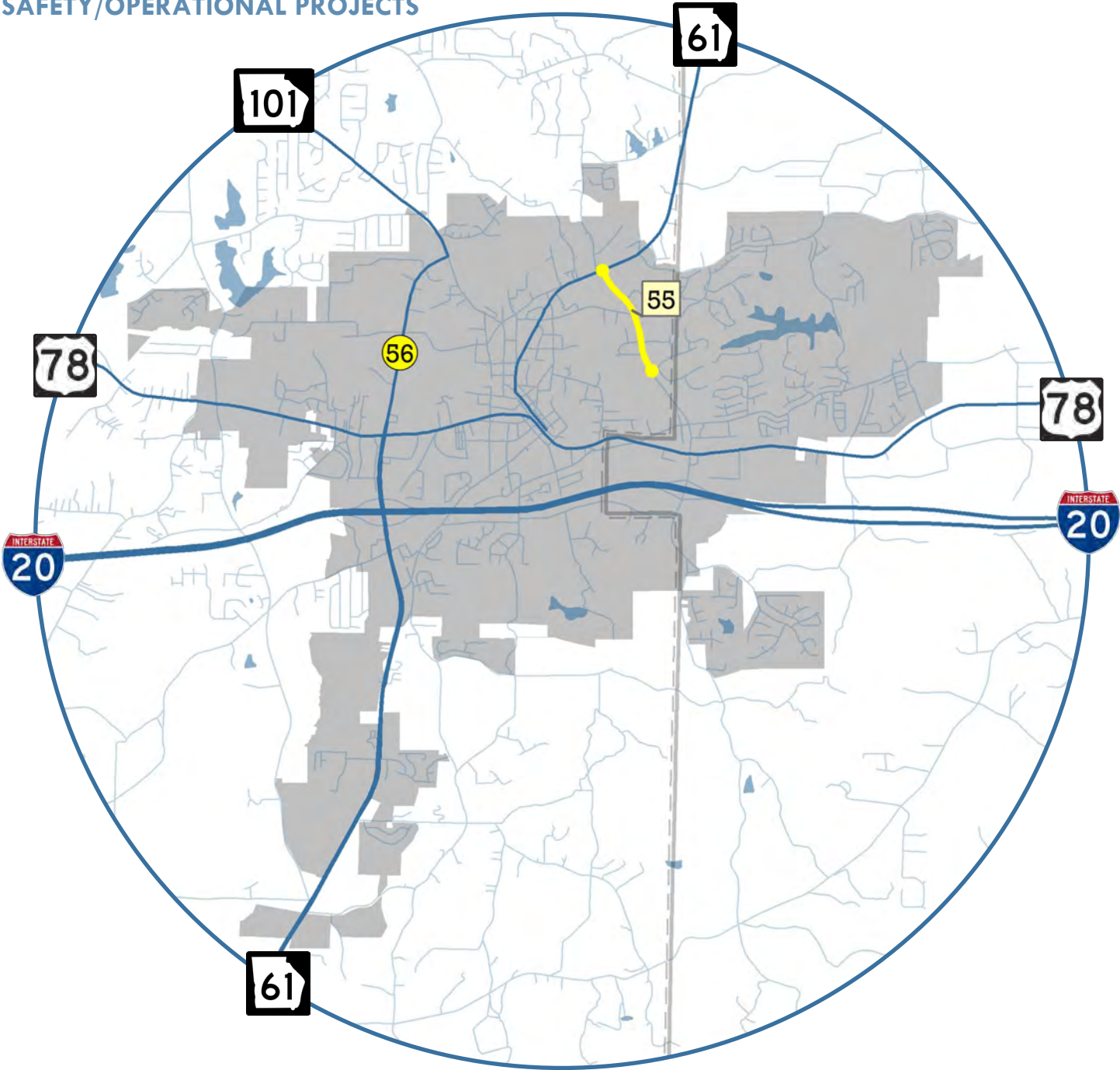
- Vehicle crash history from the years 2014-2018 collected from GEARS.
- Number of Vehicles Served based on GDOT historical count data and ADT traffic counts collected the week of November 20, 2019 for the purposes of this plan.

## SAFETY/OPERATIONAL PROJECTS

| INTERSECTION ID | INTERSECTION                      | CRASHES | ESTIMATED AADT |
|-----------------|-----------------------------------|---------|----------------|
| 55              | Punkintown Rd                     | 45      | 14,421         |
| 56              | Industrial Blvd Railroad Crossing | 6       | 16,200         |



SAFETY/OPERATIONAL PROJECTS





# EVALUATION AND IMPLEMENTATION PLAN

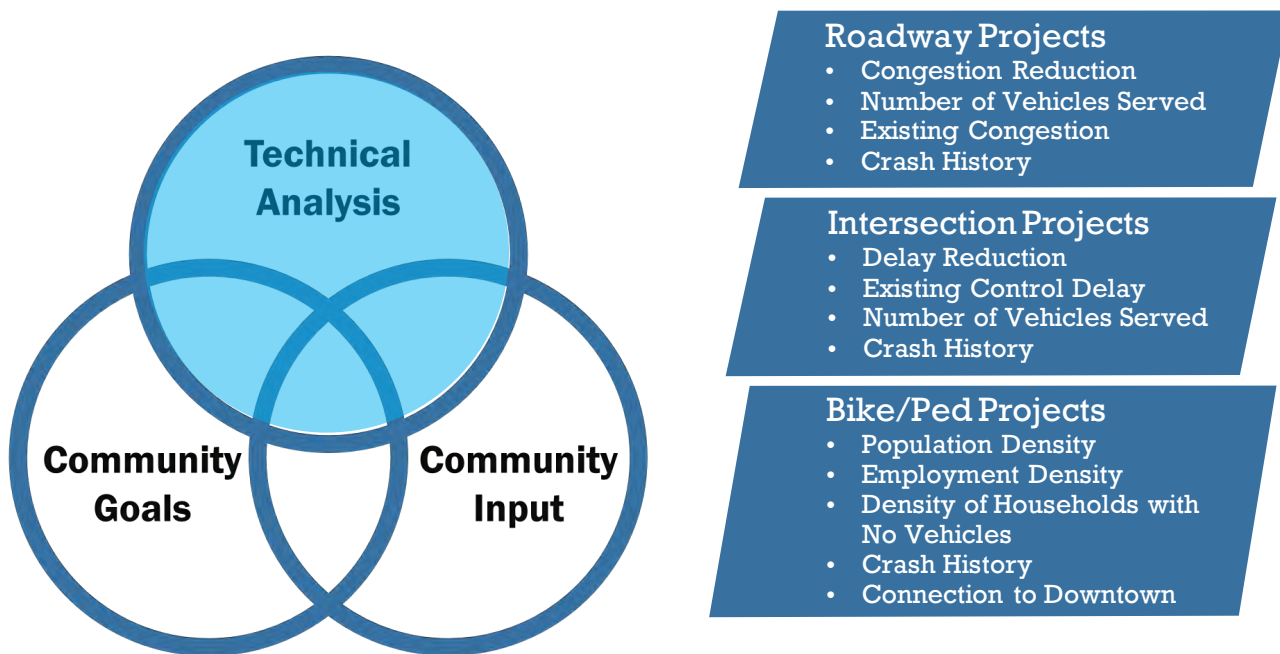
## PROJECT EVALUATION

In order to provide a blueprint for the installation of transportation projects an evaluation process was developed to help guide decision making on which projects are likely to be the most beneficial for the city of Villa Rica. In this process, projects were prioritized by developing a scoring system based on plan goals, community input, and technical analysis. A score was calculated out of ten points for each category based on various performed analysis. A total project score was developed by adding the technical, community goals, and community input scores together. The scoring system is relative, each calculated score and is calculated by comparison to the project that most effectively meets the project needs for that evaluation metric.



## TECHNICAL ANALYSIS

Project scores were developed based on technical analysis of intersection, bicycle and pedestrian, roadway, and safety/operational projects discussed in Chapter 4. These scores represent the projects effectiveness at meeting community needs based on the analyzed data for each type of project. As different transportation project types have different potential metrics, purposes, and methods for analysis different analysis procedures were developed as discussed below.



## INTERSECTION PROJECTS

These projects incorporated four equally weighted technical analysis metrics to evaluate the relative value of each candidate project:

**Delay Reduction:** In order to prioritize locations that are likely to experience the most dramatic decreases in delay if a transportation project is introduced, the Synchro models discussed in Chapter 4 were used to compare delay between the 2045 No Build Conditions the 2045 Build Conditions.

**Number of Vehicles Served:** Locations that are anticipated to serve the most vehicles in the future were prioritized by identifying the total number of travelers at each intersection in the year 2045.

**Level of Existing Delay:** Intersections where vehicles currently experience the highest delay were also prioritized by comparing the delay observed in the 2019 Existing Conditions Synchro model at each intersection.

**Crashes:** To incorporate potential safety benefits of projects, the volume of at each intersection were also compared with the logic that the introduction of new designs (as well as the engineering and study that goes along with these design) can be used to potentially mitigate safety challenges.

Please note that the intersection of SR 101/Rockmart Road at Reid Plantation Drive was added during the planning process as a response to community feedback. As such, a full intersection turning movement count was not taken at this location. Due to this limitation, delay scores could not be calculated. The intersection volume was approximated based on two pieces of information. The volume on SR 101/Rockmart Road was taken from the count performed at SR 101/Rockmar Road at Industrial Boulevard. An estimate of the volume on Reid Plantation Drive was generated using the number of homes in the attached subdivision and the 2017 version of the ITE Trip Generation Manual. The total score at this location was based only on these two scores.

## INTERSECTION PROJECTS

| PROJECT ID | PROJECT                                    | DELAY<br>REDUCTION<br>SCORE | VEHICLES<br>SERVED<br>SCORE | EXISTING<br>DELAY<br>SCORE | CRASH<br>SCORE | TECHNICAL<br>SCORE |
|------------|--------------------------------------------|-----------------------------|-----------------------------|----------------------------|----------------|--------------------|
| 1          | Liberty Rd @ Edge Rd                       | 2.1                         | 1.6                         | 0.8                        | 1.3            | 5.8                |
| 2          | Hwy 61 @ South Carroll Rd                  | 0.6                         | 2.3                         | 0.8                        | 1.2            | 5.0                |
| 3          | Hwy 61 @ US 78/; US 78 @ Rocky Branch Rd   | N/A                         | N/A                         | N/A                        | N/A            | N/A                |
| 4          | Punkintown Rd @ Dallas Hwy                 | 1.9                         | 1.9                         | 0.6                        | 0.8            | 5.2                |
| 5          | Mirror Lake Blvd @ Conners Rd              | 0.4                         | 2.1                         | 0.8                        | 1.2            | 4.6                |
| 7          | Dallas Hwy @ Old Stone Rd                  | 0.0                         | 1.3                         | 0.4                        | 0.7            | 2.4                |
| 8          | Hwy 61 @ Stockmar Rd                       | 0.2                         | 1.7                         | 0.6                        | 0.5            | 2.9                |
| 9          | Liberty Rd @ Liberty Rd Connector          | 2.5                         | 2.0                         | 1.5                        | 1.4            | 7.4                |
| 10         | Conners Rd @ Veterans Memorial Hwy         | 1.9                         | 1.6                         | 0.7                        | 0.5            | 4.8                |
| 11         | Hwy 61 @ West/East Industrial Blvd         | 0.4                         | 1.5                         | 0.6                        | 0.6            | 3.1                |
| 12         | US 78 @ Van Wert Rd                        | 1.2                         | 1.9                         | 0.6                        | 0.8            | 4.5                |
| 13         | South Van Wert Rd @ Hickory Level Rd       | 1.2                         | 1.4                         | 0.4                        | 0.3            | 3.4                |
| 14         | Rocky Branch Rd @ Hwy 78                   | 2.3                         | 1.8                         | 0.8                        | 0.9            | 5.8                |
| 15         | Hwy 61 @ I-20 WB Ramps                     | 0.5                         | 2.4                         | 1.0                        | 2.0            | 6.0                |
| 16         | Hwy 61 @ I-20 EB Ramps                     | 0.5                         | 2.5                         | 0.7                        | 2.5            | 6.2                |
| 17         | Rockmart Rd @ Old Town Rd                  | 0.3                         | 1.3                         | 0.5                        | 0.4            | 2.5                |
| 18         | Dallas Hwy @ Old Town Rd                   | 1.7                         | 1.5                         | 0.5                        | 0.8            | 4.5                |
| 19         | Punkintown Rd @ Shoreline Pkwy             | 0.1                         | 1.7                         | 0.5                        | 0.5            | 2.9                |
| 20         | Liberty Rd @ I-20 WB Ramps                 | 0.6                         | 2.1                         | 0.7                        | 1.6            | 5.0                |
| 21         | Liberty Rd @ I-20 EB Ramps                 | 2.5                         | 1.9                         | 2.5                        | 1.7            | 8.5                |
| 22         | Liberty Rd Connector @ Hwy 78              | 1.1                         | 1.4                         | 0.4                        | 1.5            | 4.3                |
| 24         | Hwy 78 @ South Carroll Rd                  | 0.5                         | 1.8                         | 0.5                        | 1.2            | 4.0                |
| 26         | Main St @ Cheeves St                       | 0.6                         | 1.4                         | 0.5                        | 1.2            | 3.7                |
| 28         | Mirror Lake Pkwy @ Conners Rd              | 1.2                         | 1.1                         | 0.4                        | 0.4            | 3.0                |
| 50         | SR 61 @ Vicksburg Dr/Bay Springs Dr        | 0.1                         | 0.2                         | 0.1                        | 0.4            | 0.9                |
| 60         | SR 101/Rockmart Rd @ Reid Plantation Drive | N/A                         | 1.5                         | N/A                        | 0.9            | 4.7                |



### BICYCLE AND PEDESTRIAN PROJECTS

Bicycle and Pedestrian projects were evaluated using the five equally weighted technical analysis metrics described below:

**Crashes:** To incorporate potential safety benefits of bicycle and pedestrian projects, the volume of crashes involving bicyclist and pedestrians the vicinity of locations where projects are being considered were compared.

**Accessibility to Population Density:** Acknowledging that areas in the city that have more population density are likely to have both more bicycle and/or pedestrian need as well as more appropriateness in land use and urban character to introduce bicycle and/or pedestrian facilities, the population density of the areas surrounding candidate bicycle and pedestrian projects were compared.

**Accessibility to Employment Density:** Similarly, locations with more accessibility to employment were prioritized.

**Accessibility to Households With No Vehicles:** Locations where Census data tell us that there are more households without access to vehicles were prioritized acknowledging these communities are likely to have an acute need for bicycle and pedestrian facilities.

**Connection to Downtown:** Projects with access to the downtown area will provide economic benefit and likely be more utilized than projects that do not.

## BICYCLE AND PEDESTRIAN PROJECTS

| PROJECT ID | PROJECT                                  | CRASH SCORE | POPULATION DENSITY SCORE | EMPLOYMENT DENSITY SCORE | HH W/ NO VEHICLE SCORE | DOWNTOWN CONNECTION SCORE | TECHNICAL SCORE |
|------------|------------------------------------------|-------------|--------------------------|--------------------------|------------------------|---------------------------|-----------------|
| 30         | Downtown Connector Trail                 | 1           | 2                        | 2                        | 2                      | 2                         | 9.3             |
| 32         | Cleghorn to Old Stone Rd Trail           | 0           | 1                        | 2                        | 2                      | 0                         | 5.3             |
| 33         | Tanner to Fullerville Trail              | 0.9         | 1.6                      | 1.8                      | 1.9                    | 0                         | 6.3             |
| 34         | Downtown to Fullerville Trail            | 0           | 1.7                      | 1.3                      | 1.9                    | 2                         | 7               |
| 35         | Gold Dust Park Connector Trail           | 0.7         | 1.1                      | 1.5                      | 1.8                    | 0                         | 5               |
| 36         | Fullerville to Reid Plantation Trail     | 0           | 1.6                      | 0.7                      | 1.9                    | 0                         | 4.2             |
| 37         | Mirror Lake Loop Trail                   | 0           | 1.7                      | 0.8                      | 0.7                    | 0                         | 3.1             |
| 38         | Conners Rd Park Trail                    | 0           | 1.7                      | 0.4                      | 0                      | 0                         | 2.1             |
| 39         | Tyson Rd Corridor Trail                  | 0           | 1.8                      | 0.3                      | 1.3                    | 0                         | 3.3             |
| 40         | South Connector Trail                    | 2           | 1.7                      | 1.3                      | 1.4                    | 2                         | 8.4             |
| 47         | Seniors Trail                            | 0           | 1.3                      | 0.7                      | 1.1                    | 0                         | 3.1             |
| 57         | Shoreline Connector                      | 1           | 2                        | 2                        | 2                      | 2                         | 8.7             |
| 59         | Downtown Grade-Separated Ped RR Crossing | 1.3         | 2                        | 2                        | 2                      | 2                         | 9.3             |

## ROADWAY PROJECTS

Roadway projects were evaluated using the four equally weighted technical analysis metrics described below:

**Change in Corridor Congestion:** In order to prioritize locations that are likely to experience the most dramatic decreases in congestion if a transportation project is introduced, the travel demand models were used to compare weighted congestion between the 2050 No Build Conditions and the 2050 Build Conditions.

**Number of Vehicles Served:** Locations that are anticipated to serve the most vehicles in the future were prioritized by identifying the total number of travelers in the vicinity of each project location in the 2050 Build Conditions in the travel demand model.

**Level of Existing Congestion:** Locations that already suffer from some level of congestion were also prioritized by comparing the amount of congestion observed in the 2020 Existing Conditions travel demand model in the affected area of projects that are being considered.

**Crashes:** To incorporate potential safety benefits of projects, the volume of crashes in the vicinity of locations where projects are being considered were also compared with the logic that the introduction of new designs (as well as the engineering and study that goes along with these design) can be used to potentially mitigate safety challenges.

## ROADWAY PROJECTS

| PROJECT ID | PROJECT                                        | CHANGE IN CONGESTION SCORE | VEHICLES SERVED SCORE | EXISTING CONGESTION SCORE | CRASHSCORE | TECHNICAL SCORE |
|------------|------------------------------------------------|----------------------------|-----------------------|---------------------------|------------|-----------------|
| 41         | North Loop                                     | 0.4                        | 0.7                   | 0.5                       | 1.5        | 3.2             |
| 53         | Widen I-20 from SR 61 to SR 113 from 4-6 lanes | 2.5                        | 2.5                   | 2.5                       | 2.5        | 10.0            |
| 57         | Shoreline Connector                            | 0.2                        | 0.6                   | 0.5                       | 2.0        | 3.4             |



### SAFETY/OPERATIONAL PROJECTS

Safety/Operational projects were evaluated using the two equally weighted technical analysis metrics described below:

**Crashes:** The volume of crashes at the location of these projects was used to evaluate the need for safety improvements.

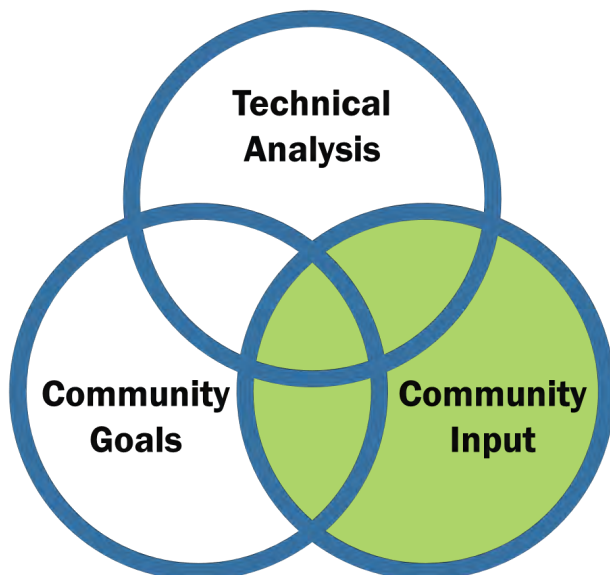
**Number of Vehicles Served:** Locations that are anticipated to serve the most vehicles in the future were prioritized by identifying the total number of travelers at each intersection in the year 2045.

| PROJECT ID | PROJECT                           | CRASH SCORE | VEHICLES SERVED<br>SCORE | TECHNICAL SCORE |
|------------|-----------------------------------|-------------|--------------------------|-----------------|
| 55         | Punkintown Rd                     | 5.0         | 4.7                      | 9.7             |
| 56         | Industrial Blvd Railroad Crossing | 1.8         | 5.0                      | 6.8             |

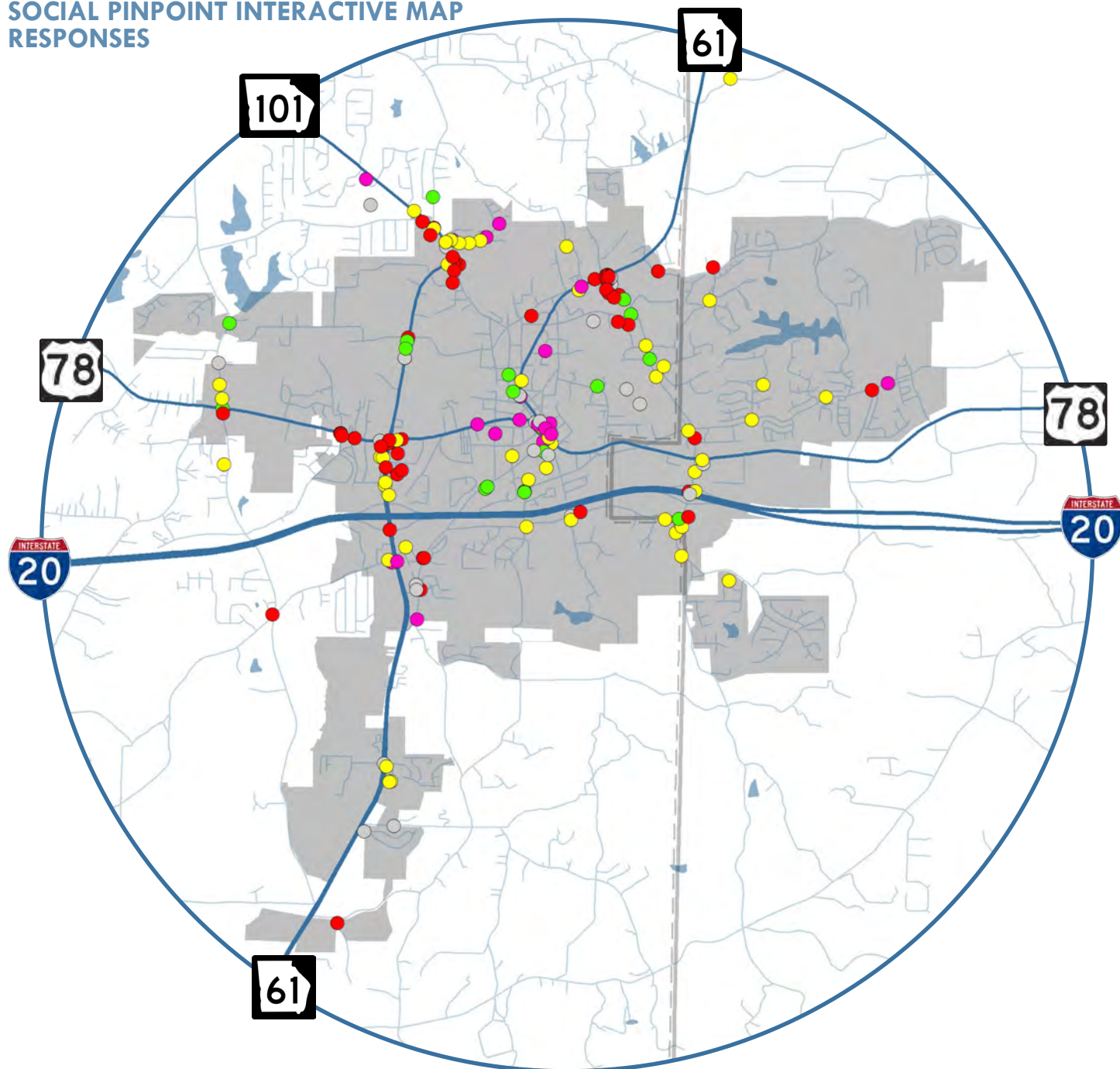
## COMMUNITY ENGAGEMENT

Each of the projects were ranked and analyzed based on the relative amount of community input received in the vicinity of their locations. Using spatial analysis, a capture area was created around the affected area of each project and compared to the geographic locations indicated by the community from the formal community meeting and online interactive map which were depicted in Chapter 4 on Page X and shown here again for convenience.

- Comments identified as “Transportation safety concern” were used to score the relative volume of comments for all project types
- Comments identified as “Pedestrian travel concern” were used to score the relative volume of comments for bicycle and pedestrian projects
- Comments identified as “Heavy traffic congestion” were used to score the relative volume of comments for all project types except bicycle and pedestrian projects
- Comments identified as “Freight traffic concern” were used to score the relative volume of comments for all project types except bicycle and pedestrian projects
- Comments identified as “Other transportation idea or concern” were used to score the relative volume of comments for all project types except bicycle and pedestrian projects



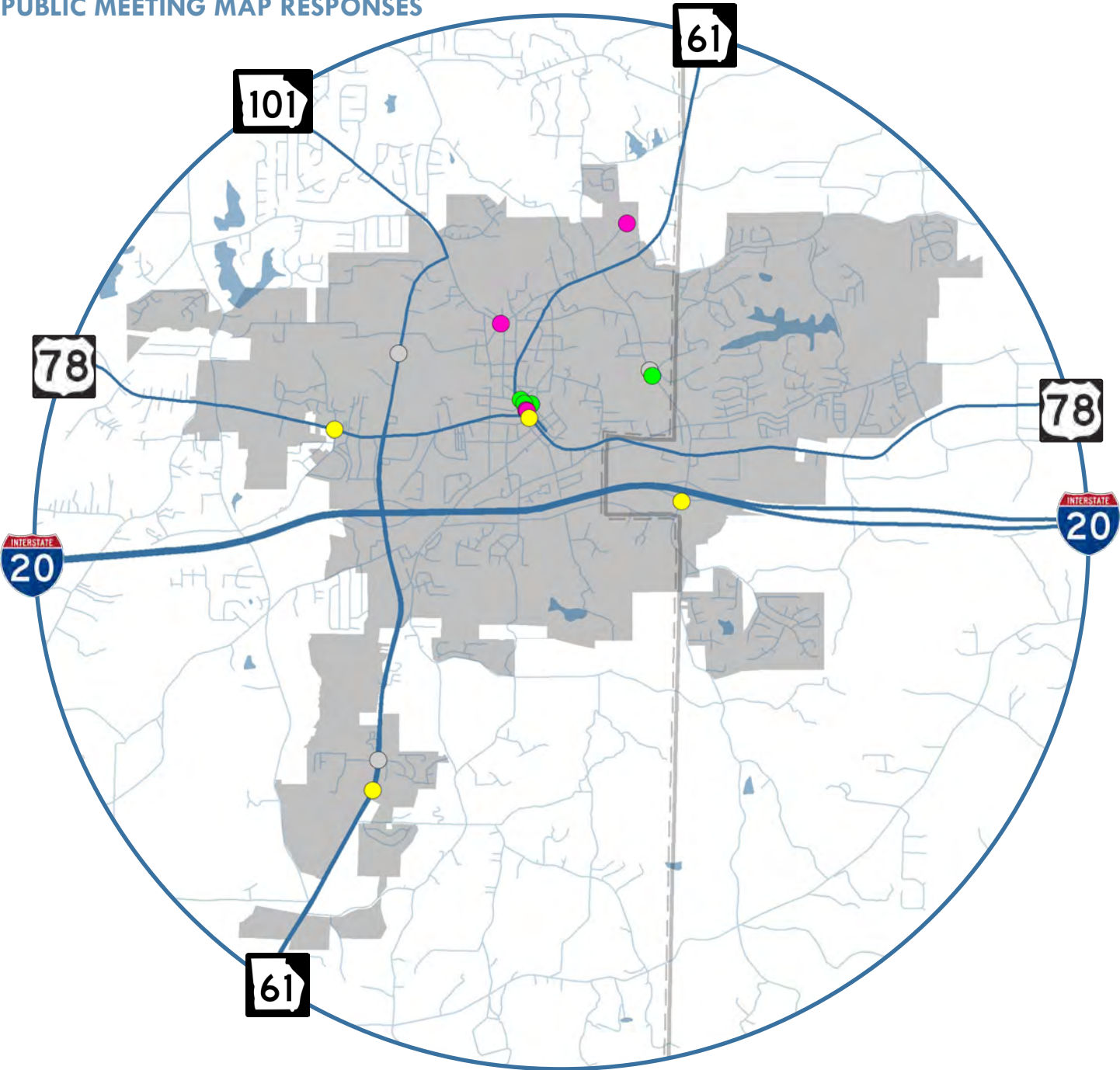
## SOCIAL PINPOINT INTERACTIVE MAP RESPONSES



### Public Input Categories

- Heavy Traffic Congestion
- Transportation Safety Concern
- Pedestrian Travel Concern
- Freight Traffic Concern
- Other Transportation Idea or Concern

PUBLIC MEETING MAP RESPONSES



Public Input Categories

- Heavy Traffic Congestion
- Transportation Safety Concern
- Pedestrian Travel Concern
- Freight Traffic Concern
- Other Transportation Idea or Concern

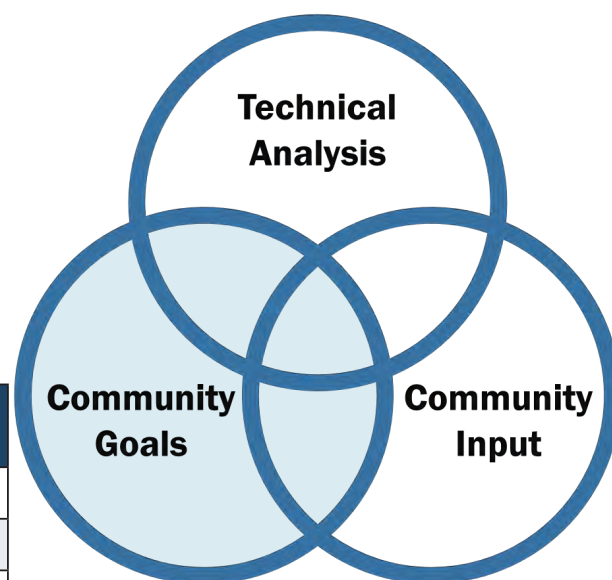


## TRANSPORTATION SYSTEM GOALS

The transportation system goals were also used to rank the relative value of projects based on each project's ability to support the system goals. The relative importance of these goals as indicated by the community through the community meeting and online survey were used to weight the importance of each goal category as presented below, with a total possible score of 1.

## PUBLIC MEETING GOALS RANKING

| CATEGORY                          | NUMBER OF DOTS | SCORE |
|-----------------------------------|----------------|-------|
| Developing East West Travel       | 3              | 0.48  |
| Developing an Active Mode Network | 5              | 0.62  |
| Improving North South Travel      | 13             | 1.00  |
| Making Connections to I-20        | 2              | 0.39  |
| Developing Freight Corridors      | 10             | 0.88  |
| Supporting Economic Development   | 6              | 0.68  |



## ONLINE SURVEY GOALS RANKING

| CATEGORY                          | AVERAGE RANK | SCORE |
|-----------------------------------|--------------|-------|
| Developing East West Travel       | 2.6          | 1.0   |
| Developing an Active Mode Network | 4.5          | 0.8   |
| Improving North South Travel      | 2.9          | 0.9   |
| Making Connections to I-20        | 4.6          | 0.8   |
| Developing Freight Corridors      | 4.8          | 0.7   |
| Supporting Economic Development   | 4.5          | 0.8   |

## COMMUNITY GOALS RANKING

| CATEGORY                          | MEETING SCORE | SURVEY SCORE | TOTAL SCORE |
|-----------------------------------|---------------|--------------|-------------|
| Developing East West Travel       | 0.5           | 1.0          | 0.7         |
| Developing an Active Mode Network | 0.6           | 0.8          | 0.7         |
| Improving North South Travel      | 1.0           | 0.9          | 1.0         |
| Making Connections to I-20        | 0.4           | 0.7          | 0.6         |
| Developing Freight Corridors      | 0.9           | 0.7          | 0.8         |
| Supporting Economic Development   | 0.7           | 0.8          | 0.7         |

## COMMUNITY GOALS SCORING

| PROJECT ID | PROJECT                              | DEVELOPING<br>EAST/WEST<br>TRAVEL | DEVELOPING AN<br>ACTIVE MODE<br>NETWORK | IMPROVING<br>NORTH SOUTH<br>TRAVEL | MAKE<br>CONNECTIONS<br>TO I-20 | DEVELOP FREIGHT<br>CORRIDORS | SUPPORTING<br>ECONOMIC<br>DEVELOPMENT | WEIGHTED GOALS<br>AGGREGATE | GOALS SCORE |
|------------|--------------------------------------|-----------------------------------|-----------------------------------------|------------------------------------|--------------------------------|------------------------------|---------------------------------------|-----------------------------|-------------|
| 1          | Liberty Rd @ Edge Rd                 | 0                                 | 0                                       | 1                                  | 0                              | 1                            | 1                                     | 2.48                        | 7.70        |
| 2          | Hwy 61 @ South Carroll Rd            | 1                                 | 0                                       | 0                                  | 0                              | 1                            | 1                                     | 2.26                        | 7.00        |
| 4          | Punkintown Rd @ Dallas Hwy           | 1                                 | 0                                       | 0                                  | 0                              | 1                            | 1                                     | 2.26                        | 7.00        |
| 5          | Mirror Lake Blvd @ Conners Rd        | 0                                 | 0                                       | 1                                  | 0                              | 0                            | 0                                     | 0.97                        | 3.00        |
| 7          | Dallas Hwy @ Old Stone Rd            | 0                                 | 0                                       | 1                                  | 0                              | 1                            | 1                                     | 2.48                        | 7.70        |
| 8          | Hwy 61 @ Stockmar Rd                 | 1                                 | 0                                       | 1                                  | 0                              | 1                            | 1                                     | 3.22                        | 10.00       |
| 9          | Liberty Rd @ Liberty Rd Connector    | 1                                 | 0                                       | 1                                  | 0                              | 0                            | 0                                     | 1.71                        | 5.30        |
| 10         | Conners Rd @ Veterans Memorial Hwy   | 1                                 | 0                                       | 0                                  | 0                              | 1                            | 1                                     | 2.26                        | 7.00        |
| 11         | Hwy 61 @ West/East Industrial Blvd   | 0                                 | 0                                       | 1                                  | 0                              | 1                            | 1                                     | 2.48                        | 7.70        |
| 12         | US 78 @ Van Wert Rd                  | 1                                 | 0                                       | 0                                  | 0                              | 1                            | 1                                     | 2.26                        | 7.00        |
| 13         | South Van Wert Rd @ Hickory Level Rd | 1                                 | 0                                       | 1                                  | 0                              | 0                            | 0                                     | 1.71                        | 5.30        |
| 14         | Rocky Branch Rd @ Hwy 78             | 1                                 | 0                                       | 0                                  | 0                              | 1                            | 1                                     | 2.26                        | 7.00        |
| 15         | Hwy 61 @ I-20 @WB Ramps              | 0                                 | 0                                       | 1                                  | 1                              | 1                            | 1                                     | 3.05                        | 9.47        |
| 16         | Hwy 61 @ I-20 @EB Ramps              | 0                                 | 0                                       | 1                                  | 1                              | 1                            | 1                                     | 3.05                        | 9.47        |
| 17         | Rockmart Rd @ Old Town Rd            | 1                                 | 0                                       | 0                                  | 0                              | 0                            | 0                                     | 0.74                        | 2.30        |
| 18         | Dallas Hwy @ Old Town Rd             | 1                                 | 0                                       | 1                                  | 0                              | 1                            | 1                                     | 3.22                        | 10.00       |
| 19         | Punkintown Rd @ Shoreline Pkwy       | 1                                 | 0                                       | 0                                  | 0                              | 0                            | 0                                     | 0.74                        | 2.30        |
| 20         | Liberty Rd @ I-20 WB Ramps           | 0                                 | 0                                       | 1                                  | 1                              | 1                            | 1                                     | 3.05                        | 9.47        |
| 21         | Liberty Rd @ I-20 EB Ramps           | 0                                 | 0                                       | 1                                  | 1                              | 1                            | 1                                     | 3.05                        | 9.47        |

| PROJECT ID | PROJECT                                              | DEVELOPING<br>EAST/WEST<br>TRAVEL | DEVELOPING AN<br>ACTIVE MODE<br>NETWORK | IMPROVING<br>NORTH SOUTH<br>TRAVEL | MAKE<br>CONNECTIONS<br>TO I-20 | DEVELOP FREIGHT<br>CORRIDORS | SUPPORTING<br>ECONOMIC<br>DEVELOPMENT | WEIGHTED GOALS<br>AGGREGATE | GOALS SCORE |
|------------|------------------------------------------------------|-----------------------------------|-----------------------------------------|------------------------------------|--------------------------------|------------------------------|---------------------------------------|-----------------------------|-------------|
| 22         | Liberty Rd<br>Connector @ Hwy 78                     | 1                                 | 0                                       | 0                                  | 0                              | 1                            | 1                                     | 2.26                        | 7.00        |
| 24         | Hwy 78 @ South<br>Carroll Rd                         | 0                                 | 0                                       | 1                                  | 0                              | 0                            | 0                                     | 0.97                        | 3.00        |
| 26         | Main St @ Cheeves<br>St                              | 0                                 | 0                                       | 1                                  | 0                              | 0                            | 0                                     | 0.97                        | 3.00        |
| 28         | Mirror Lake Pkwy @<br>Conners Rd                     | 0                                 | 0                                       | 1                                  | 0                              | 0                            | 0                                     | 0.97                        | 3.00        |
| 30         | Downtown<br>Connector Trail                          | 0                                 | 1                                       | 0                                  | 0                              | 0                            | 1                                     | 1.40                        | 4.35        |
| 32         | Cleghorn to Old<br>Stone Rd Trail                    | 0                                 | 1                                       | 0                                  | 0                              | 0                            | 0                                     | 0.69                        | 2.13        |
| 33         | Tanner to Fullerville<br>Trail                       | 0                                 | 1                                       | 0                                  | 0                              | 0                            | 0                                     | 0.69                        | 2.13        |
| 34         | Downtown to<br>Fullerville Trail                     | 0                                 | 1                                       | 0                                  | 0                              | 0                            | 1                                     | 1.40                        | 4.35        |
| 35         | Gold Dust Park<br>Connector Trail                    | 0                                 | 1                                       | 0                                  | 0                              | 0                            | 0                                     | 0.69                        | 2.13        |
| 36         | Fullerville to Reid<br>Plantation Trail              | 0                                 | 1                                       | 0                                  | 0                              | 0                            | 0                                     | 0.69                        | 2.13        |
| 37         | Mirror Lake Loop<br>Trail                            | 0                                 | 1                                       | 0                                  | 0                              | 0                            | 0                                     | 0.69                        | 2.13        |
| 38         | Conners Rd Park<br>Trail                             | 0                                 | 1                                       | 0                                  | 0                              | 0                            | 0                                     | 0.69                        | 2.13        |
| 39         | Tyson Rd Corridor<br>Trail                           | 0                                 | 1                                       | 0                                  | 0                              | 0                            | 0                                     | 0.69                        | 2.13        |
| 40         | South Connector<br>Trail                             | 0                                 | 1                                       | 0                                  | 0                              | 0                            | 1                                     | 1.40                        | 4.35        |
| 41         | North Loop                                           | 1                                 | 0                                       | 0                                  | 0                              | 1                            | 1                                     | 2.26                        | 7.00        |
| 42         | Mirror Lake Blvd<br>Widening                         | 0                                 | 0                                       | 1                                  | 0                              | 0                            | 0                                     | 0.97                        | 3.00        |
| 45         | SR 61 @ I-20 Left<br>Turn Lanes                      | 0                                 | 0                                       | 0                                  | 1                              | 1                            | 1                                     | 2.09                        | 6.47        |
| 47         | Seniors Trail                                        | 0                                 | 1                                       | 0                                  | 0                              | 0                            | 0                                     | 0.69                        | 2.13        |
| 50         | SR 61 @ Vicksburg<br>Dr/Bay Springs Dr               | 0                                 | 0                                       | 0                                  | 0                              | 0                            | 0                                     | 0.00                        | 0.00        |
| 53         | Widen I-20 from SR<br>61 to SR 113 from 4-6<br>lanes | 1                                 | 0                                       | 0                                  | 1                              | 1                            | 0                                     | 2.11                        | 6.55        |

## COMMUNITY GOALS SCORING (CONTINUED)

| PROJECT ID | PROJECT                                        | DEVELOPING<br>EAST/WEST<br>TRAVEL | DEVELOPING AN<br>ACTIVE MODE<br>NETWORK | IMPROVING<br>NORTH SOUTH<br>TRAVEL | MAKE<br>CONNECTIONS<br>TO I-20 | DEVELOP FREIGHT<br>CORRIDORS | SUPPORTING<br>ECONOMIC<br>DEVELOPMENT | WEIGHTED GOALS<br>AGGREGATE | GOALS SCORE |
|------------|------------------------------------------------|-----------------------------------|-----------------------------------------|------------------------------------|--------------------------------|------------------------------|---------------------------------------|-----------------------------|-------------|
| 55         | Punkintown Rd                                  | 0                                 | 0                                       | 1                                  | 0                              | 0                            | 0                                     | 0.97                        | 3.00        |
| 56         | Industrial Blvd RR Crossing                    | 0                                 | 0                                       | 1                                  | 0                              | 1                            | 0                                     | 1.77                        | 5.49        |
| 57         | Shoreline Connector                            | 1                                 | 1                                       | 0                                  | 0                              | 0                            | 1                                     | 2.14                        | 6.64        |
| 58         | Hwy 61 @ Hwy 78                                | 1                                 | 0                                       | 1                                  | 0                              | 1                            | 1                                     | 3.22                        | 10.00       |
| 59         | Downtown<br>Grade-Separated<br>Ped RR Crossing | 1                                 | 1                                       | 0                                  | 0                              | 0                            | 1                                     | 2.14                        | 6.64        |
| 60         | SR 101/Rockmart Rd<br>@ Reid Plantation Dr     | 0                                 | 0                                       | 1                                  | 0                              | 0                            | 0                                     | 0.97                        | 8.71        |



## OVERALL EVALUATION RESULTS

The transportation system goals were also used to rank the relative value of projects based on each project's ability to support the system goals. The relative importance of these goals as indicated by the community through the community meeting and online survey were used to weight the importance of each goal category as presented below, with a maximum score for each category of 10 and a maximum total score of 30.

## OVERALL EVALUATION RESULTS

| PROJECT ID | PROJECT                              | GOALS<br>SCORE | COMMUNITY<br>INPUT SCORE | TECHNICAL<br>SCORE | TOTAL SCORE |
|------------|--------------------------------------|----------------|--------------------------|--------------------|-------------|
| 1          | Liberty Rd @ Edge Rd                 | 7.70           | 6.06                     | 5.77               | 19.53       |
| 2          | Hwy 61 @ South Carroll Rd            | 7.00           | 4.06                     | 4.99               | 16.04       |
| 4          | Punkintown Rd @ Dallas Hwy           | 7.00           | 8.86                     | 5.19               | 21.05       |
| 5          | Mirror Lake Blvd @ Conners Rd        | 3.00           | 3.73                     | 4.59               | 11.32       |
| 7          | Dallas Hwy @ Old Stone Rd            | 7.70           | 1.13                     | 2.44               | 11.27       |
| 8          | Hwy 61 @ Stockmar Rd                 | 10.00          | 1.13                     | 2.91               | 14.04       |
| 9          | Liberty Rd @ Liberty Rd Connector    | 5.30           | 4.50                     | 7.37               | 17.16       |
| 10         | Conners Rd @ Veterans Memorial Hwy   | 7.00           | 0.00                     | 4.76               | 11.76       |
| 11         | Hwy 61 @ West/East Industrial Blvd   | 7.70           | 9.14                     | 3.11               | 19.95       |
| 12         | Us 78 @ Van Wert Rd                  | 7.00           | 7.63                     | 4.48               | 19.11       |
| 13         | South Van Wert Rd @ Hickory Level Rd | 5.30           | 0.00                     | 3.42               | 8.71        |
| 14         | Rocky Branch Rd @ Hwy 78             | 7.00           | 5.85                     | 5.83               | 18.67       |
| 15         | Hwy 61 @ I-20 @WB Ramps              | 9.47           | 4.77                     | 5.99               | 20.23       |
| 16         | Hwy 61 @ I-20 @EB Ramps              | 9.47           | 3.56                     | 6.18               | 19.20       |
| 17         | Rockmart Rd @ Old Town Rd            | 2.30           | 1.13                     | 2.47               | 5.89        |
| 18         | Dallas Hwy @ Old Town Rd             | 10.00          | 2.52                     | 4.54               | 17.05       |
| 19         | Punkintown Rd @ Shoreline Pkwy       | 2.30           | 5.03                     | 2.88               | 10.20       |
| 20         | Liberty Rd @ I-20 WB Ramps           | 9.47           | 5.28                     | 5.04               | 19.79       |
| 21         | Liberty Rd @ I-20 EB Ramps           | 9.47           | 6.16                     | 8.53               | 24.17       |
| 22         | Liberty Rd Connector @ Hwy 78        | 7.00           | 4.36                     | 4.30               | 15.66       |
| 24         | Hwy 78 @ South Carroll Rd            | 3.00           | 6.56                     | 4.01               | 13.57       |
| 26         | Main St @ Cheeves St                 | 3.00           | 6.06                     | 3.69               | 12.75       |

## OVERALL EVALUATION RESULTS (CONTINUED)

| PROJECT ID | PROJECT                                        | GOALS<br>SCORE | COMMUNITY<br>INPUT SCORE | TECHNICAL<br>SCORE | TOTAL SCORE |
|------------|------------------------------------------------|----------------|--------------------------|--------------------|-------------|
| 28         | Mirror Lake Pkwy @ Conners Rd                  | 3.00           | 1.95                     | 3.05               | 8.00        |
| 31         | Downtown to Cleghorn St Park Trail             | 4.35           | 7.03                     | 8.69               | 20.06       |
| 32         | Cleghorn to Old Stone Rd Trail                 | 2.13           | 2.52                     | 5.28               | 9.92        |
| 33         | Tanner to Fullerville Trail                    | 2.13           | 2.52                     | 6.27               | 10.91       |
| 34         | Downtown to Fullerville Trail                  | 4.35           | 2.98                     | 7.02               | 14.34       |
| 35         | Gold Dust Park Connector Trail                 | 2.13           | 2.52                     | 4.96               | 9.61        |
| 36         | Fullerville to Reid Plantation Trail           | 2.13           | 2.25                     | 4.18               | 8.55        |
| 37         | Mirror Lake Loop Trail                         | 2.13           | 3.18                     | 3.10               | 8.41        |
| 38         | Conners Rd Park Trail                          | 2.13           | 1.95                     | 2.08               | 6.16        |
| 39         | Tyson Rd Corridor Trail                        | 2.13           | 2.25                     | 3.34               | 7.72        |
| 40         | South Connector Trail                          | 4.35           | 9.00                     | 8.43               | 21.78       |
| 41         | North Loop                                     | 7.00           | 10.00                    | 3.16               | 20.15       |
| 43         | Downtown Connector                             | 2.30           | 6.46                     | 3.36               | 12.12       |
| 47         | Seniors Trail                                  | 2.13           | 0.00                     | 3.12               | 5.25        |
| 50         | SR 61 @ Vicksburg Dr/Bay Springs Dr            | 0.00           | 3.56                     | 0.90               | 4.46        |
| 53         | Widen I-20 from SR 61 to SR 113 from 4-6 lanes | 6.55           | 2.98                     | 10.00              | 19.53       |
| 54         | SR 61 Park and Ride Lot                        | N/A            | N/A                      | N/A                | N/A         |
| 55         | Punkintown Rd                                  | 3.00           | 9.35                     | 9.72               | 22.06       |
| 56         | Industrial Blvd Railroad Crossing              | 5.49           | 3.56                     | 6.83               | 15.87       |
| 58         | Hwy 61 @ US 78/; US 78 @ Rocky Branch Rd       | N/A            | N/A                      | N/A                | N/A         |
| 59         | Downtown Grade Separated Ped RR Crossing       | 6.64           | 3.38                     | 9.33               | 19.35       |
| 60         | SR 101/Rockmart Rd @ Reid Plantation Dr        | 3.00           | 8.71                     | 4.67               | 16.38       |

## IMPLEMENTATION PLAN

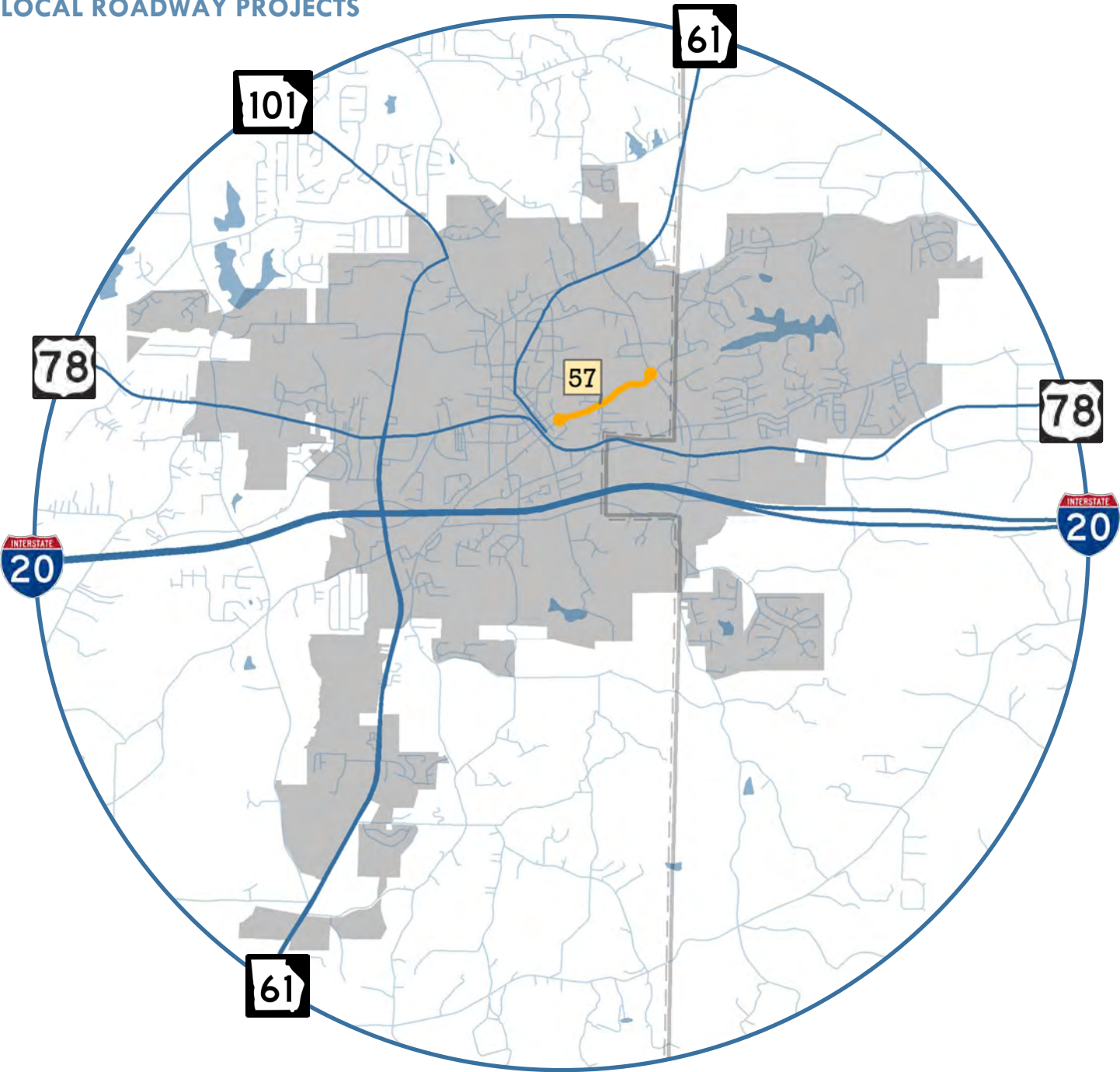
The implementation plan was developed by grouping together similar projects into project classes and prioritizing projects within those groups using the project scores. This allows for easy comparisons of similar projects in the transportation decision-making process. While all projects are recommended and will provide value to the Villa Rica community, this process can be used to understand how projects prioritize when compared with each other. Therefore, each project is assigned as either High Priority, Medium Priority, or Low Priority which are then organized to all of the locally funded project classifications. A One-Sheet for each project with an overview map, prioritization and cost information has been prepared and is provided in **Appendix F**.

### LOCAL ROADWAY PROJECTS

These projects consist of widening and new location projects that are currently not programmed by GDOT. They are expected to improve mobility, connectivity, and safety for vehicles.

| PROJECT ID | PROJECT             | TOTAL SCORE | RANK | PRIORITY |
|------------|---------------------|-------------|------|----------|
| 57         | Shoreline Connector | 21.1        | 1    | High     |

LOCAL ROADWAY PROJECTS



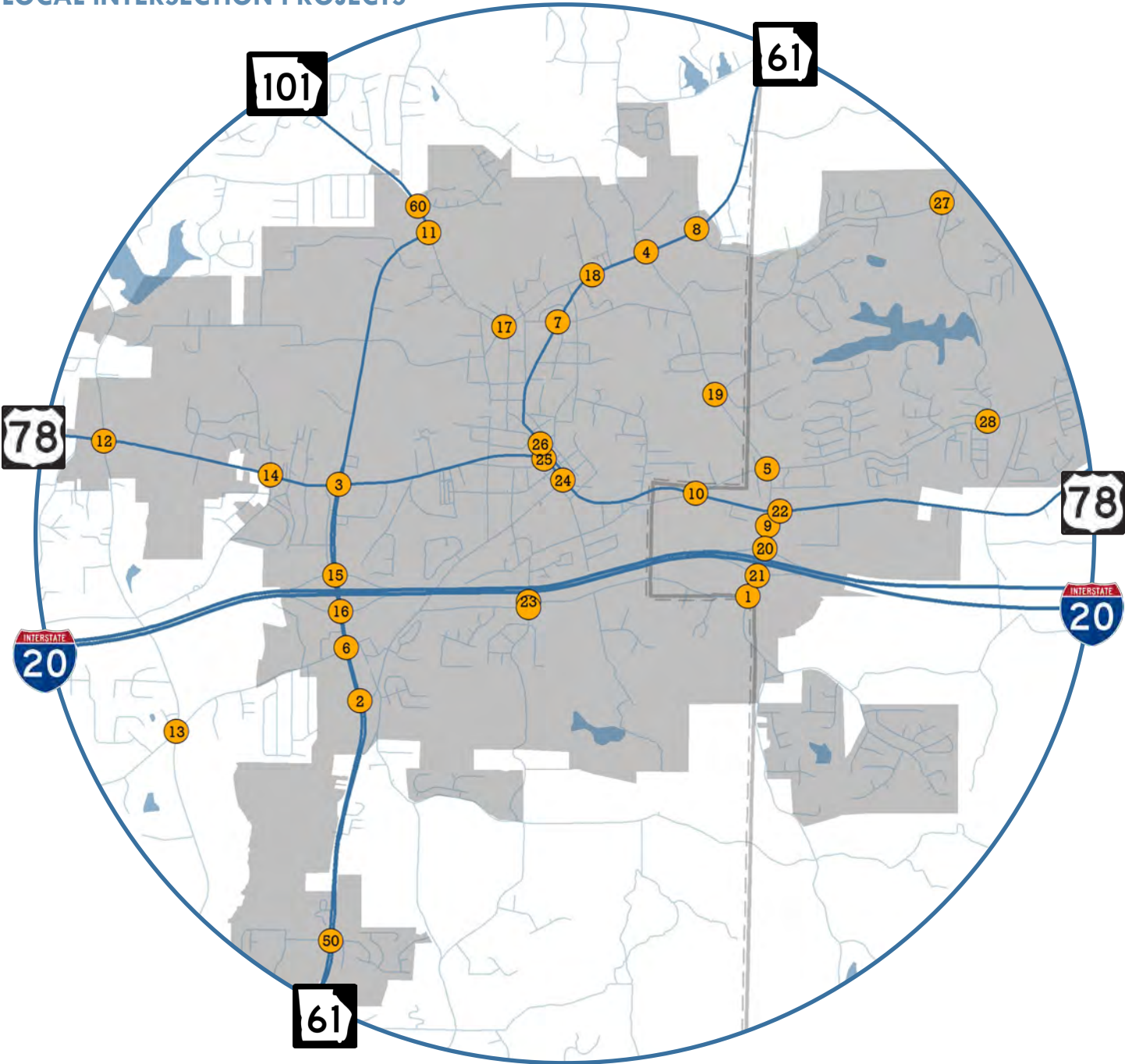


## LOCAL INTERSECTION PROJECTS

These projects consist of intersection improvement projects that are currently not programmed by GDOT. They are expected to reduce delays and improve safety at roadway intersections within the city.

| PROJECT ID | PROJECT                                 | TOTAL SCORE | RANK | PRIORITY |
|------------|-----------------------------------------|-------------|------|----------|
| 1          | Liberty Rd @ Edge Rd                    | 19.53       | 6    | High     |
| 2          | Hwy 61 @ South Carroll Rd               | 16.04       | 12   | Mid      |
| 4          | Punkintown Rd @ Dallas Hwy              | 21.05       | 2    | High     |
| 5          | Mirror Lake Blvd @ Conners Rd           | 11.32       | 17   | Low      |
| 7          | Dallas Hwy @ Old Stone Rd               | 11.27       | 18   | Low      |
| 8          | Hwy 61 @ Stockmar Rd                    | 14.04       | 14   | Mid      |
| 9          | Liberty Rd @ Liberty Rd Connector       | 17.16       | 9    | Mid      |
| 11         | Hwy 61 @ West/East Industrial Blvd      | 19.95       | 4    | High     |
| 12         | US 78 @ Van Wert Rd                     | 19.11       | 8    | High     |
| 13         | South Van Wert Rd @ Hickory Level Rd    | 8.71        | 20   | Low      |
| 15         | Hwy 61 @ I-20 @WB Ramps                 | 20.23       | 3    | High     |
| 16         | Hwy 61 @ I-20 @EB Ramps                 | 19.2        | 7    | High     |
| 17         | Rockmart Rd @ Old Town Rd               | 5.89        | 22   | Low      |
| 18         | Dallas Hwy @ Old Town Rd                | 17.05       | 10   | Mid      |
| 19         | Punkintown Rd @ Shoreline Pkwy          | 10.2        | 19   | Low      |
| 20         | Liberty Rd @ I-20 WB Ramps              | 19.79       | 5    | High     |
| 21         | Liberty Rd @ I-20 EB Ramps              | 24.17       | 1    | High     |
| 22         | Liberty Rd Connector @ Hwy 78           | 15.66       | 13   | Mid      |
| 24         | Hwy 78 @ South Carroll Rd               | 13.57       | 15   | Mid      |
| 26         | Main St @ Cheeves St                    | 12.75       | 16   | Mid      |
| 28         | Mirror Lake Pkwy @ Conners Rd           | 8           | 21   | Low      |
| 50         | SR 61 @ Vicksburg Dr/Bay Springs Dr     | 4.46        | 23   | Low      |
| 60         | SR 101/Rockmart Rd @ Reid Plantation Dr | 16.38       | 11   | Mid      |

LOCAL INTERSECTION PROJECTS

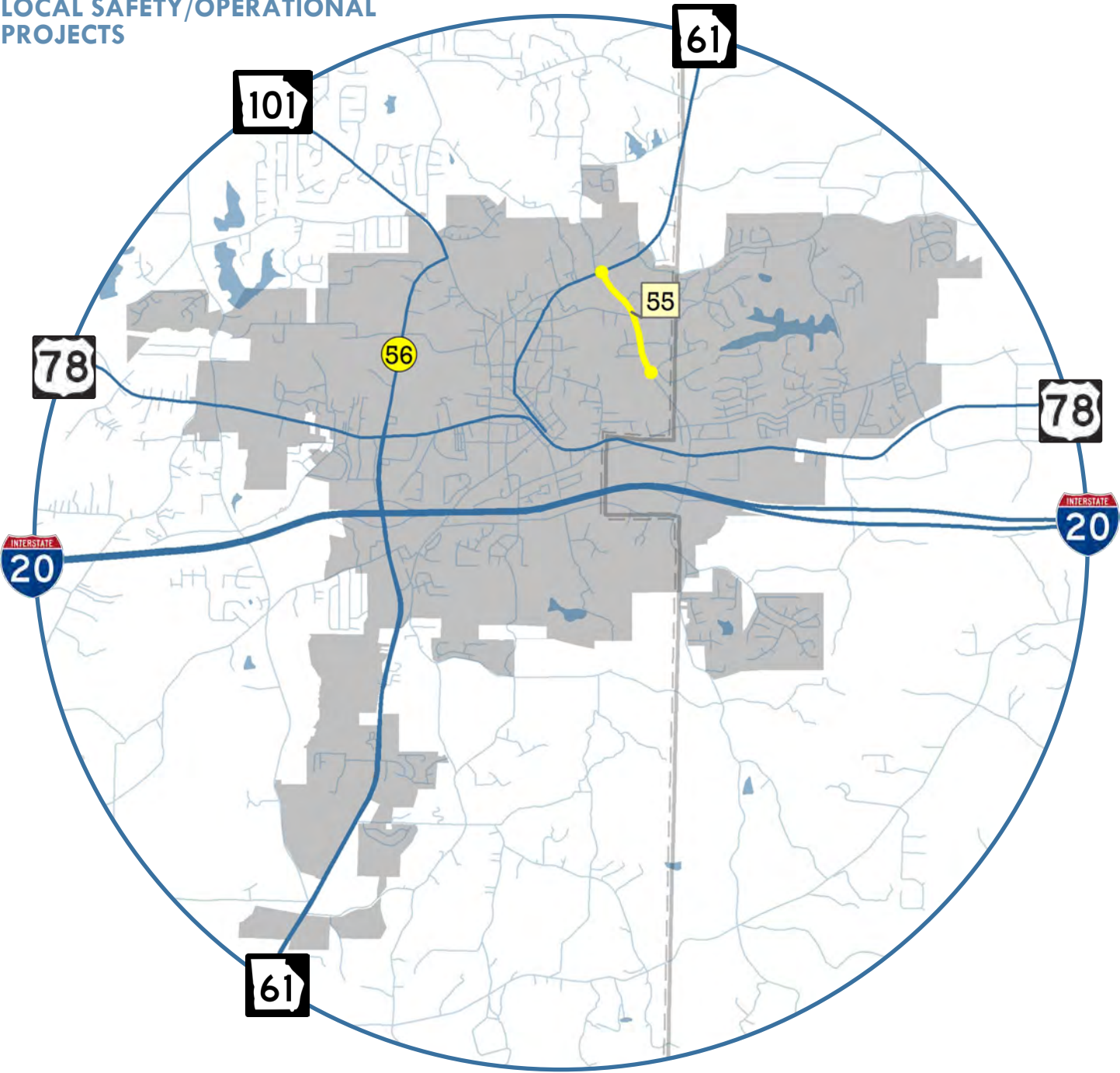


## LOCAL SAFETY/OPERATIONAL PROJECTS

These projects improve the safety and/or operation of the existing transportation network and are not currently planned by GDOT. They are expected to reduce crashes and/or delays at the locations they are installed.

| PROJECT ID | PROJECT                           | TOTAL SCORE | RANK | PRIORITY |
|------------|-----------------------------------|-------------|------|----------|
| 55         | Punkintown Rd                     | 22.06       | 1    | High     |
| 56         | Industrial Blvd Railroad Crossing | 15.87       | 2    | Mid      |

LOCAL SAFETY/OPERATIONAL  
PROJECTS



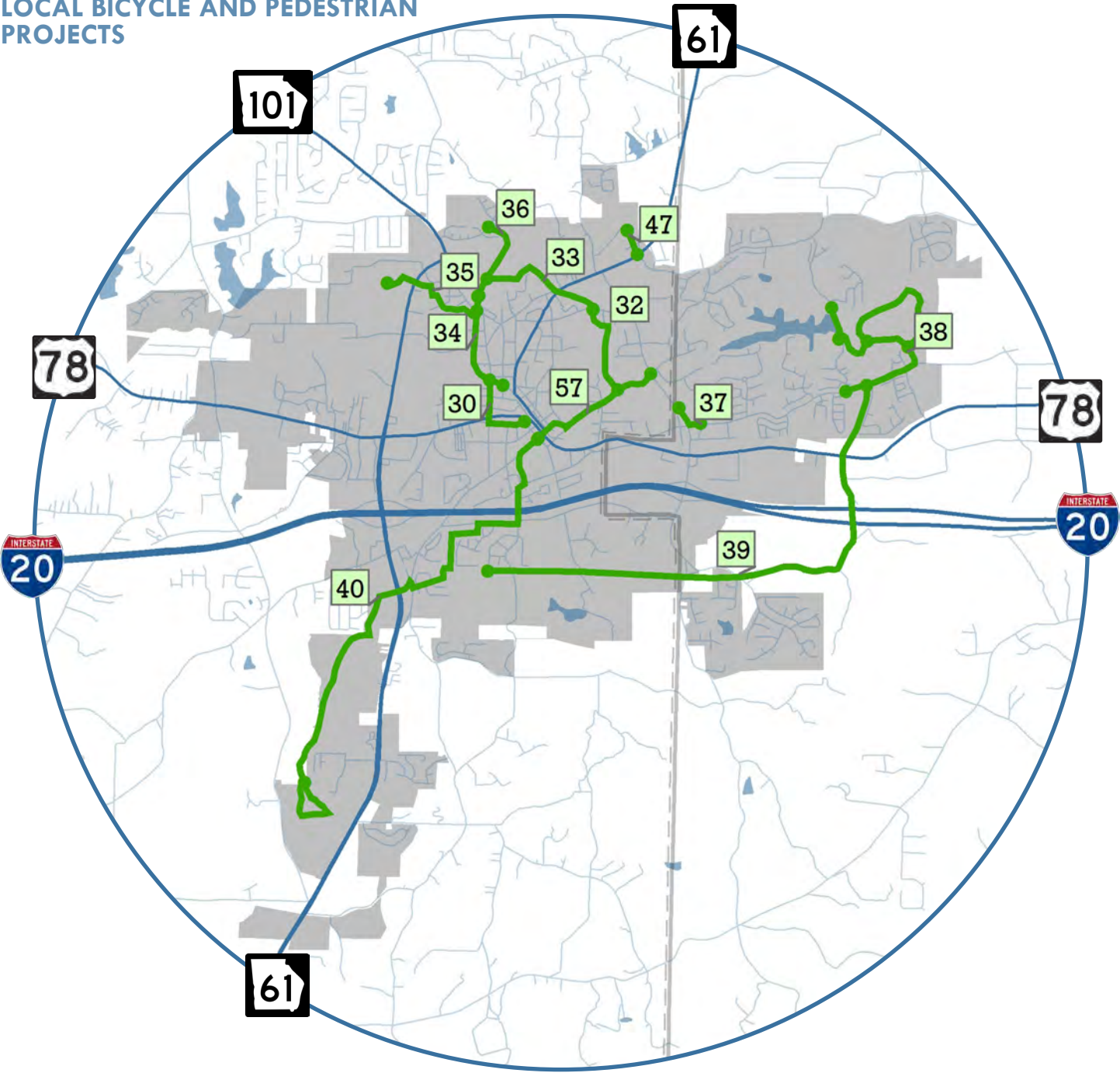


## LOCAL BICYCLE AND PEDESTRIAN PROJECTS

These projects consist of improvements to the bicycle and pedestrian network that are currently not programmed by GDOT. They are expected to provide better facilities for bicyclists and pedestrians and improve safety.

| PROJECT ID | PROJECT                                  | TOTAL SCORE | RANK | PRIORITY |
|------------|------------------------------------------|-------------|------|----------|
| 30         | Downtown Connector Trail                 | 21.23       | 2    | High     |
| 32         | Cleghorn to Old Stone Rd Trail           | 9.92        | 8    | Mid      |
| 33         | Tanner to Fullerville Trail              | 10.91       | 7    | Mid      |
| 34         | Downtown to Fullerville Trail            | 14.34       | 6    | Mid      |
| 35         | Gold Dust Park Connector Trail           | 9.61        | 9    | Mid      |
| 36         | Fullerville to Reid Plantation Trail     | 8.55        | 10   | Low      |
| 37         | Mirror Lake Loop Trail                   | 8.41        | 11   | Low      |
| 38         | Conners Rd Park Trail                    | 6.16        | 13   | Low      |
| 39         | Tyson Rd Corridor Trail                  | 7.72        | 12   | Low      |
| 40         | South Connector Trail                    | 21.78       | 1    | High     |
| 47         | Seniors Trail                            | 5.25        | 14   | Low      |
| 57         | Downtown Connector                       | 16.67       | 5    | High     |
| 59         | Downtown Grade Separated Ped RR Crossing | 19.35       | 4    | High     |

LOCAL BICYCLE AND PEDESTRIAN  
PROJECTS

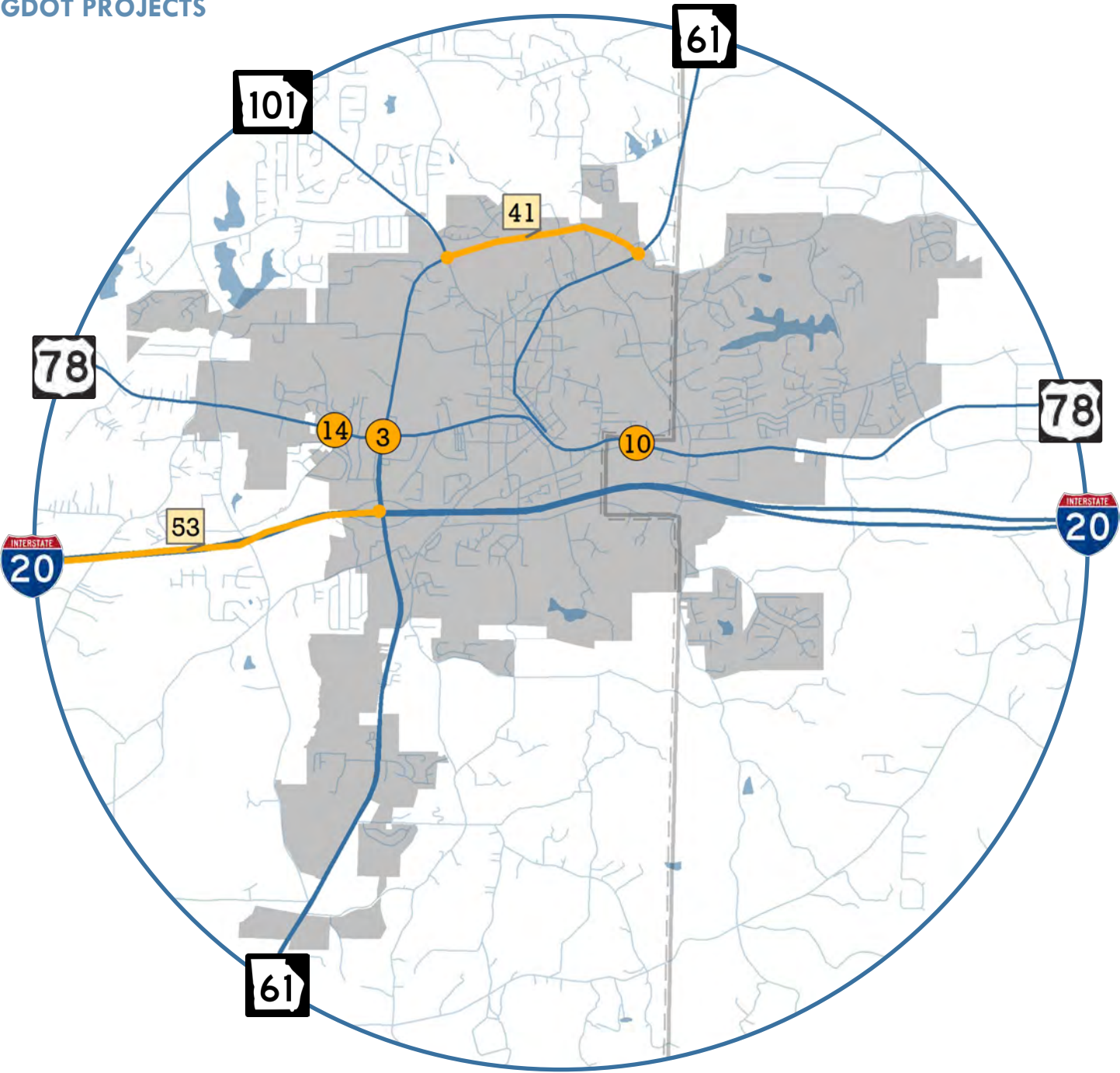


## GDOT PROJECTS

These projects would largely be the responsibility of GDOT and will be implemented based on their internal schedules.

| PROJECT ID | PROJECT                                        | TOTAL SCORE | GDOT PI#          |
|------------|------------------------------------------------|-------------|-------------------|
| 3          | Hwy 61 @ US 78/; US 78 @ Rocky Branch Rd       | N/A         | Not Yet Available |
| 10         | Conners Rd @ Veterans Memorial Hwy             | 11.76       | 15679             |
| 14         | Rocky Branch Rd @ Hwy 78                       | 18.67       | Not Yet Available |
| 41         | North Loop                                     | 20.15       | 631490            |
| 53         | Widen I-20 from SR 61 to SR 113 from 4-6 lanes | 19.53       | 14888             |

GDOT PROJECTS





## COST ESTIMATES

In order to assist transportation decision makers, the costs of candidate transportation projects were estimated to include the cost of preliminary engineering, right-of-way, utilities, construction, and contingencies if feasible. For other projects, a more detailed scoping is required to develop realistic cost estimates. Most cost estimates are considered 'planning-level' in that they are reflect general ballpark estimation that may fluctuate as actual engineering, design, and construction of the project is conducted. For some projects, GDOT was a source of more detailed costing information. Project Cost Estimates are presented below. Note: Project development and cost currently being conducted through separate GDOT process for Project ID #3.

### COST ESTIMATES BY PROJECT

| PR ID | PROJECT                             | DESCRIPTION                                                                                                                  | PE COST   | ROW COST  | UTL COST  | CST COST    | CONTIN-<br>GENCY<br>COST | TOTAL COST  |
|-------|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|-----------|-------------|--------------------------|-------------|
| 1     | Liberty Rd @ Edge Rd                | Install roundabout                                                                                                           | \$225,000 | \$149,195 | \$225,000 | \$1,500,000 | \$390,000                | \$2,340,000 |
| 2     | Hwy 61 @ South Carroll Rd           | Make WBL double LT                                                                                                           | \$15,750  | \$45,040  | \$15,750  | \$105,000   | \$27,300                 | \$163,800   |
| 4     | Punkintown Rd @ Dallas Hwy          | Install roundabout with bypasses on all approaches                                                                           | \$225,000 | \$28,150  | \$225,000 | \$1,500,000 | \$390,000                | \$2,340,000 |
| 5     | Mirror Lake Blvd @ Conners Rd       | Install EB and WB double LT                                                                                                  | \$42,000  | \$1,309   | \$42,000  | \$280,000   | \$72,800                 | \$436,800   |
| 7     | Dallas Hwy @ Old Stone Rd           | Add SB LTL                                                                                                                   | \$15,750  | \$12,668  | \$15,750  | \$105,000   | \$27,300                 | \$163,800   |
| 8     | Hwy 61 @ Stockmar Rd                | Install roundabout                                                                                                           | \$225,000 | \$-       | \$225,000 | \$1,500,000 | \$390,000                | \$2,340,000 |
| 9     | Liberty Rd @ Liberty Rd Connector   | Restrict westbound lefts, route around and back down; Long Term: Construct connector bridge on west side of Mirror Lake Blvd | \$37,500  | \$68,686  | \$37,500  | \$250,000   | \$65,000                 | \$390,000   |
| 10    | Conners Rd @ Veterans Memorial Hwy  | Install roundabout                                                                                                           | \$37,500  | \$265,736 | \$37,500  | \$250,000   | \$65,000                 | \$390,000   |
| 11    | Hwy 61 @ West/ East Industrial Blvd | Install roundabout                                                                                                           | \$225,000 | \$5,630   | \$225,000 | \$1,500,000 | \$390,000                | \$2,340,000 |

**COST ESTIMATES BY PROJECT (CONTINUED)**

| PR ID | PROJECT                              | DESCRIPTION                                                                                                                                        | PE COST   | ROW COST  | UTL COST  | CST COST    | CONTIN-<br>-GENCY<br>COST | TOTAL COST  |
|-------|--------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|-----------|-------------|---------------------------|-------------|
| 12    | US 78 @ Van Wert Rd                  | Install SBL and SBR turn lanes; Install NBL turn lane                                                                                              | \$39,000  | \$8,727   | \$39,000  | \$260,000   | \$67,600                  | \$405,600   |
| 13    | South Van Wert Rd @ Hickory Level Rd | Install roundabout                                                                                                                                 | \$225,000 | \$-       | \$225,000 | \$1,500,000 | \$390,000                 | \$2,340,000 |
| 14    | Rocky Branch Rd @ Hwy 78             | Signalize; Give WBL pm+pt phase                                                                                                                    | \$37,500  | \$12,749  | \$37,500  | \$250,000   | \$65,000                  | \$390,000   |
| 15    | Hwy 61 @ I-20 WB Ramps               | Extend NBL turn bay to 250 ft; make NBL double LT; Long Term: Interchange study                                                                    | \$31,500  | \$12,842  | \$31,500  | \$210,000   | \$54,600                  | \$327,600   |
| 16    | Hwy 61 @ I-20 EB Ramps               | Extend SBL turn bay to 250 ft; make SBL double LT; Long Term: Interchange study                                                                    | \$15,750  | \$-       | \$15,750  | \$105,000   | \$27,300                  | \$163,800   |
| 17    | Rockmart Rd @ Old Town Rd            | Install WBR turn bay                                                                                                                               | \$7,500   | \$7,601   | \$7,500   | \$50,000    | \$13,000                  | \$78,000    |
| 18    | Dallas Hwy @ Old Town Rd             | Install roundabout                                                                                                                                 | \$225,000 | \$-       | \$225,000 | \$1,500,000 | \$390,000                 | \$2,340,000 |
| 19    | Punkintown Rd @ Shoreline Pkwy       | Install WBR turn bay                                                                                                                               | \$7,500   | \$23,646  | \$7,500   | \$50,000    | \$13,000                  | \$78,000    |
| 20    | Liberty Rd @ I-20 WB Ramps           | Make WBR double RT add lane with taper OR drop lane at Liberty Rd connector intersection; Long Term: Add additional NB lane along Mirror Lake Blvd | \$15,750  | \$12,272  | \$15,750  | \$105,000   | \$27,300                  | \$163,800   |
| 21    | Liberty Rd @ I-20 EB Ramps           | Signalize; make SBL double left                                                                                                                    | \$53,250  | \$109,785 | \$53,250  | \$355,000   | \$92,300                  | \$553,800   |

**COST ESTIMATES BY PROJECT (CONTINUED)**

| PR ID | PROJECT                              | DESCRIPTION                   | PE COST   | ROW COST    | UTL COST  | CST COST     | CONTIN-<br>-GENCY<br>COST | TOTAL COST   |
|-------|--------------------------------------|-------------------------------|-----------|-------------|-----------|--------------|---------------------------|--------------|
| 22    | Liberty Rd Connector @ Hwy 78        | Install roundabout            | \$225,000 | \$2,494     | \$225,000 | \$1,500,000  | \$390,000                 | \$2,340,000  |
| 24    | Hwy 78 @ South Carroll Rd            | Install SBR turn bay          | \$7,500   | \$-         | \$7,500   | \$50,000     | \$13,000                  | \$78,000     |
| 26    | Main St @ Cheeves St                 | Install TWLTL                 | \$31,500  | \$9,684     | \$31,500  | \$210,000    | \$54,600                  | \$327,600    |
| 28    | Mirror Lake Pkwy @ Connors Rd        | Install SB LTL; NB RTL; TWLTL | \$54,750  | \$-         | \$54,750  | \$365,000    | \$94,900                  | \$569,400    |
| 30    | Downtown Connector Trail             | Bike/Ped improvements         | \$73,751  | \$-         | \$-       | \$618,934    | \$103,903                 | \$796,588    |
| 32    | Cleghorn to Old Stone Rd Trail       | Bike/Ped improvements         | \$118,970 | \$-         | \$-       | \$1,058,357  | \$176,599                 | \$1,353,926  |
| 33    | Tanner to Fullerville Trail          | Bike/Ped improvements         | \$226,294 | \$-         | \$-       | \$1,935,057  | \$324,203                 | \$2,485,554  |
| 34    | Downtown to Fullerville Trail        | Bike/Ped improvements         | \$76,653  | \$-         | \$-       | \$517,248    | \$89,085                  | \$682,986    |
| 35    | Gold Dust Park Connector Trail       | Bike/Ped improvements         | \$138,549 | \$-         | \$-       | \$1,131,682  | \$190,535                 | \$1,460,766  |
| 36    | Fullerville to Reid Plantation Trail | Bike/Ped improvements         | \$97,822  | \$-         | \$-       | \$670,715    | \$115,281                 | \$883,818    |
| 37    | Mirror Lake Loop Trail               | Bike/Ped improvements         | \$106,972 | \$-         | \$-       | \$3,207,666  | \$497,196                 | \$3,811,834  |
| 38    | Connors Rd Park Trail                | Bike/Ped improvements         | \$314,803 | \$-         | \$-       | \$3,217,842  | \$529,897                 | \$4,062,542  |
| 39    | Tyson Rd Corridor Trail              | Bike/Ped improvements         | \$624,166 | \$-         | \$-       | \$5,954,709  | \$986,831                 | \$7,565,706  |
| 40    | South Connector Trail                | Bike/Ped improvements         | \$685,077 | \$7,990,000 | \$-       | \$5,955,557  | \$996,095                 | \$7,636,729  |
| 41    | North Loop                           | New roadway                   | \$769,000 | \$368,765   | \$504,956 | \$14,907,697 | N/A                       | \$24,171,653 |

# **COST ESTIMATES BY PROJECT (CONTINUED)**

| PR ID | PROJECT                                        | DESCRIPTION                                        | PE COST  | ROW COST | UTL COST | CST COST  | CONTIN-<br>-GENY<br>-COST | TOTAL COST |
|-------|------------------------------------------------|----------------------------------------------------|----------|----------|----------|-----------|---------------------------|------------|
| 47    | Seniors Trail                                  | Bike/Ped                                           | \$19,845 | \$28,150 | \$19,845 | \$132,300 | \$34,398                  | \$206,388  |
| 50    | SR 61 @ Vicksburg Dr/ Bay Springs Dr           | Intersection                                       | \$21,000 | \$-      | \$21,000 | \$140,000 | \$36,400                  | \$218,400  |
| 53    | Widen I-20 from SR 61 to SR 113 from 4-6 lanes | Widening                                           | *        | *        | *        | *         | *                         | *          |
| 54    | SR 61 Park and Ride Lot                        | Transit                                            | *        | *        | *        | *         | *                         | *          |
| 55    | Punkintown Rd                                  | Safety/Operational                                 | *        | *        | *        | *         | *                         | *          |
| 56    | Industrial Blvd Railroad Crossing              | Safety/Operational                                 | *        | *        | *        | *         | *                         | *          |
| 57    | Shoreline Connector                            | New roadway                                        | *        | *        | *        | *         | *                         | *          |
| 58    | Hwy 61 @ US 78/; US 78 @ Rocky Branch Rd       | Intersection                                       | *        | *        | *        | *         | *                         | *          |
| 59    | Downtown Grade Separated Ped RR Crossing       | Bike/Ped                                           | *        | *        | *        | *         | *                         | *          |
| 60    | SR 101/ Rockmart Rd @ Reid Plantation Dr       | <b>Convert to unsignalized High-T intersection</b> | \$32,100 | \$14,075 | \$32,100 | \$214,000 | \$58,455                  | \$350,730  |

\* These projects will require significant additional development before a reasonable cost estimate can be constructed





# CITY OF VILLA RICA

## City Council Meeting Agenda Item Cover Sheet

**SUBJECT:** Surplus of Two Vehicles

**AGENDA DATE:** 9/12/23

**DATE PREPARED:** 8/14/23

**PREPARED BY:** Chris Maddox

**AMOUNT:** 7.5 % of total sale price after the auction, funds are taken out of our payments

**GL ACCOUNT #:** General Fund

**FUNDING SOURCE:** N/A

**BUDGETED ITEM?** N/A

---

**PURPOSE:** To sell 2 units which are currently not being used. 1 (#1991) is a former PD unit which is worth roughly 4-5k and needs \$2600 in repairs. 1(#8911) is a former wastewater unit and has been replaced with a newer vehicle. This unit is a diesel which is costly to repair and is an older model.

**BACKGROUND:** We have used GovDeals Online Auctions with good success since 2009 to auction off our used vehicles and small equipment that are no longer feasible to repair. GovDeals.com takes 7.5% percent of the sale as payment, and handles all paperwork and transactions, and then sends us a check. Everything is all listed nationwide on their website. The vehicles are all sold as is where is. Buyers have 30 days to pick them up after payment. If they don't, GovDeals lists them again for no charge to us, and resells them.

**STAFF RECOMMENDATION:** To let us proceed with auctioning these 2 units to make room for newer units.

**IMPACT:** Free up room at Avanti building as well as wastewater plant and have those auction funds put back into each department for their needs.

**MOTION:** I move that we allow the auction of these units on Govdeals.



# CITY OF VILLA RICA

## City Council Meeting Agenda Item Cover Sheet

**SUBJECT:** Presentation by Roadway Management Technologies  
**AGENDA DATE:** 9/12/23

**DATE PREPARED:** 9/12/23  
**PREPARED BY:** Hal Burch

**AMOUNT:**  
**GL ACCOUNT #:**  
**FUNDING SOURCE:**  
**BUDGETED ITEM:**  
**PUBLIC HEARING:**

---

**PURPOSE:** Presentation presented by Roadway Management Technologies.

**BACKGROUND:** RoadMan Tech provides government agencies and engineering firms with a unique integrated solution for roadway and infrastructure management. RMT offers the only real-time solution for pavement performance analytics easing the transition to a preservation based proactive roadway maintenance program.

**STAFF RECOMMENDATION:**

**IMPACT:**

**MOTION:**

State of Georgia  
City of Villa Rica



**RESOLUTION**

Be it resolved that the 2024 Operating & Capital Budget be as follows:

|                                |                             |
|--------------------------------|-----------------------------|
| General Fund                   | \$ 20,493,159               |
| Federal Seizures Fund          | 1,000                       |
| State Seizures Fund            | 1,000                       |
| American Rescue Plan Act       | -                           |
| Hotel/ Motel Tax Fund          | 546,740                     |
| Cemetery Fund                  | 27,480                      |
| Court Technology Fee           | 30,000                      |
| Self-Funded Insurance          | 2,267,014                   |
| VR Public Facilities Authority | 2,406,581                   |
| 2015 Carroll Co SPLOST         | 29,366                      |
| 2016 Douglas Co SPLOST         | 1,126,942                   |
| Capital Projects - Roads       | 586,988                     |
| Capital Projects - Grants      | 3,743,088                   |
| Capital Projects - Gen Fund    | 845,331                     |
| Water and Sewer Fund           | 11,536,250                  |
| Solid Waste Fund               | 1,771,600                   |
| Stormwater Fund                | 289,168                     |
| <b>Total</b>                   | <b><u>\$ 45,701,707</u></b> |

Adopted by Villa Rica City Council this 12th day of September 2023.

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Gil McDougal, Mayor

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Theresa Campbell, City Clerk



# CITY OF VILLA RICA

## City Council Meeting Agenda Item Cover Sheet

**SUBJECT:** 2023 Budget Amendments #156-168

**AGENDA DATE:** 09-12-2023

**DATE PREPARED:** 08-31-2023

**PREPARED BY:** Jennifer Hallman, Finance Director

**AMOUNT:** See Exhibit A

**GL ACCOUNT #:**

**FUNDING SOURCE:**

**BUDGETED ITEM?**

**PUBLIC HEARING:**

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**PURPOSE:** To adopt a resolution amending the 2023 budget

**MOTION:** I move to adopt a resolution amending the 2023 fiscal year budget pursuant to Section 2-71 of the City Charter.



### 2022 Douglas SPLOST

Source of Funds: SPLOST

Project Length Budget for 2022 Douglas SPLOST

| Item                | Account Name                  | Account Type | Amount             |
|---------------------|-------------------------------|--------------|--------------------|
| 156 324-337120      | Douglas County SPLOST         | Revenue      | Increase 8,064,000 |
| 157 324-4210-541410 | DSPLOST - Street Improvements | Expense      | Increase 2,999,808 |
| 158 324-4210-541400 | DSPLOST - Infrastructure      | Expense      | Increase 4,015,872 |
| 159 324-3210-542500 | DSPLOST - Public Safety       | Expense      | Increase 1,048,320 |

### New Christmas Décor for Downtown

Source of Funds: Fund Balance

On 08/08/23 Council approved the purchase of Christmas décor with Holiday Designs totaling \$69,371. Also, additional \$13,250 is needed for installation.

| Item                | Account Name                     | Account Type | Amount          |
|---------------------|----------------------------------|--------------|-----------------|
| 160 100-381000      | Use of Fund Balance              | Revenue      | Increase 82,621 |
| 161 100-9000-611021 | Transfer to GF Capital Project   | Expense      | Increase 69,371 |
| 162 350-391100      | Transfer In Capital Project Fund | Revenue      | Increase 69,371 |
| 163 350-7550-541310 | Main Street - Capital            | Expense      | Increase 69,371 |
| 164 100-7550-523880 | Main Street - Contract Labor     | Expense      | Increase 13,250 |

### 3rd Annual Power Wheel Challenge

Source of Funds: Sponsorships

Amend budget for \$1,800 in sponsorships received for this event

| Item                | Account Name                   | Account Type | Amount         |
|---------------------|--------------------------------|--------------|----------------|
| 165 100-347600      | Sponsorships - Recreation      | Revenue      | Increase 1,800 |
| 166 100-6130-523880 | Contract Labor/Programs/Events | Expense      | Increase 1,800 |

### Recreation Programs & Events

Source of Funds: Recreation Fees

Amend budget for additional revenue received for recreation programs & events

| Item                | Account Name                   | Account Type | Amount          |
|---------------------|--------------------------------|--------------|-----------------|
| 167 100-347520      | Special Classes                | Revenue      | Increase 15,000 |
| 168 100-6130-523880 | Contract Labor/Programs/Events | Expense      | Increase 15,000 |

STATE OF GEORGIA  
CITY OF VILLA RICA

**A RESOLUTION TO APPROVE AN AMENDMENT TO THE BUDGET**  
**FOR THE FISCAL YEAR 2023 FOR THE CITY**  
**PURSUANT TO SECTION 2-71 OF THE CITY CHARTER**

**WHEREAS**, the Mayor and City Council adopted the 2023 Budget on September 20, 2022, which incorporated all of the various funds of the City; and

**WHEREAS**, the Mayor and Council have determined it appropriate to amend the budget for the reasons set forth herein; and

**WHEREAS**, the Mayor and Council have reviewed the proposed budget; and

**WHEREAS**, each of the funds, as amended, has a balanced budget, such that anticipated revenues equal or exceed proposed expenditures.

**NOW, THEREFORE**, the Mayor and City Council of the City of Villa Rica, Georgia, hereby resolve as follows:

**Section 1.** That the City of Villa Rica, Georgia, hereby amends the Budget for Fiscal Year 2023, said budget amendment being described as Amendment No. 156-168, attached hereto, and incorporated as Exhibit A.

**Section 2.** That any increase or decrease in appropriations or revenue of any fund or for any department; the establishment of new capital projects; or the establishment of new grant projects other than those expectations provided for herein, shall require approval of the City Council.

**Section 3.** That the City Manager and his/her designee may promulgate all necessary internal rules, regulations, and policies to ensure that this Budget Amendment Resolution is followed.

**Section 4.** This Resolution shall be effective immediately upon its adoption.

1. It is hereby declared to be the intention of the Mayor and City Council that all sections, paragraphs, sentences, clauses, and phrases of this Resolution are and were, upon their enactment, believed by the Mayor and City Council to be fully valid, enforceable, and constitutional.

2. It is hereby declared to be the intention of the Mayor and City Council that, to the greatest extent allowed by law, each and every section, paragraph, sentence, clause, or phrase of this Resolution is severable from every other section, paragraph, sentence, clause or phrase of same. It is hereby further declared to be the intention of the Mayor

and City Council that, to the greatest extent allowed by law, no section, paragraph, sentence, clause, or phrase of this Resolution is mutually dependent upon any other section, paragraph, sentence, clause, or phrase of same.

3. In the event that any phrase, clause, sentence, paragraph or section of this Resolution shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the Mayor and City Council that such invalidity, unconstitutionality, or unenforceability shall, to the greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any of the remaining phrases, clauses, sentences, paragraphs or sections of the same and that, to the greatest extent allowed by law, all remaining phrases, clauses, sentences, paragraphs and sections of the Resolution shall remain valid, constitutional, enforceable, and of full force and effect.

4. All ordinances or resolutions and parts of ordinances or resolutions in conflict herewith are expressly repealed.

5. The within resolution shall become effective upon its adoption.

**SO RESOLVED AND EFFECTIVE** this the \_\_\_\_\_ day of \_\_\_\_\_, 2023.

Approved:

\_\_\_\_\_  
Gil McDougal, Mayor

Attest:

\_\_\_\_\_  
Theresa Campbell, City Clerk



# CITY OF VILLA RICA

## City Council Meeting Agenda Item Cover Sheet

**SUBJECT:** Villa Rica Social Media Policy

**AGENDA DATE:** September 12, 2023

**DATE PREPARED:** August 29, 2023

**PREPARED BY:** Ken Denney, Public Information Officer

**AMOUNT:** \$0

**GL ACCOUNT #:** N/A

**FUNDING SOURCE:** N/A

**BUDGETED ITEM?** N/A

**PUBLIC HEARING:** No

---

**PURPOSE:** To adopt a formal policy for public interaction on social media platforms used by the City of Villa Rica.

**BACKGROUND:** The City currently uses several social media platforms, including Facebook, X (formerly known as Twitter), Instagram and LinkedIn. Future platforms may be adopted as they enter the marketplace. Yet there is no encompassing policy for how the City may or may not interact with members of the public who comment on City posts.

The City currently uses a “Terms of Use” guideline on its Facebook page that closely mirrors Facebook’s corporate policy. But the Georgia Municipal Association and our own legal counsel have advised that some proscriptions on commentary in that policy may not comply with current case law and general practices regarding municipalities.

A revised policy was consequently reviewed by a team of attorneys with the First Amendment Clinic of the University of Georgia. Their revision was later reviewed by our counsel, David Mecklin. One part of the final policy is to be adopted into the Personnel Handbook; another part will apply to the public who wish to interact with the City on these platforms.

**STAFF RECOMMENDATION:** Approval by the City Council

**IMPACT:** None

**MOTION:**

I move to approve the attached Social Media policy for all social media platforms maintained by the City.



# City of Villa Rica Social Media Policy

The City of Villa Rica engages citizens through digital outlets that include Twitter, Facebook, Instagram, LinkedIn, and YouTube. Communicating with the City through social media enables citizens to contact the City in a direct and meaningful way.

However, please be aware that when engaging with the City of Villa Rica over these platforms, you agree to abide by the Terms of Service (TOS) agreements of the private companies that operate those outlets. Villa Rica maintains no contractual or business relationship with those independent agencies.

In addition to those TOS, the City has adopted the following policies regarding public interaction with its social media sites. This policy applies to all social media policy accounts associated with the City of Villa Rica.

In general, be courteous, respectful, and relevant. Remember that your comments may be read by persons of any age and are subject to the Georgia Open Records Act.

The City monitors all social media platforms and reserves the right to delete any comment that:

- Contains obscene language (as defined by the FCC)
- Is off topic to the city's post
- Contains links to fraudulent, pornographic, or copyright infringing external websites
- Incites illegal activity, threatens any individual with physical harm, or disparages any race or ethnicity
- Contains information that could violate the privacy and safety of others, including identifying information such as email addresses, not-publicly-known physical addresses or places of employment, or medical information.

If the City deletes any comment, it will provide the user with notice of the deletion via direct message. The notice will specify the standard from the above list that the comment violated. Those whose comments violate these standards more than 3 times could be temporarily restricted from commenting on the platform where the violations occurred. Those whose comments violate these standards more than 6 times could be permanently restricted from commenting on the platform where the violations occurred. The City will provide notice to users who are subject to

temporary or permanent restriction on their ability to comment, which will specify the duration of the restriction and a process to dispute the restriction.

Users who violate the above standards will **not** be blocked from viewing, liking, or sharing the City's posts on any platform.

Content posted to a City-owned and maintained social media site thereafter becomes property of the City. This includes all original wording and all posted images that come by way of a Smartphone, etc. However, photography or wording that has any prior and/or documented copyright or ownership will be removed.

We recognize that the internet and social media are available 24 x 7. Comments are welcome any time. However, due to the need to manage resources, questions and comments will typically be responded to during normal business hours: Monday – Friday, 8 a.m. to 5 p.m.

Questions or concerns regarding the City of Villa Rica's social media activity or the social media policy should be submitted online to [communications@villarica.gov](mailto:communications@villarica.gov) .



Agenda Item: \_\_\_\_\_

# CITY OF VILLA RICA

## City Council Meeting Agenda Item Cover Sheet

**SUBJECT:** Design of Punkintown Road Rebuild

**AGENDA DATE:** September 12, 2023

**DATE PREPARED:** September 3, 2023

**PREPARED BY:** Tom Barber

**AMOUNT:** \$257,500

**GL ACCOUNT #:** 321-4210-541410

**FUNDING SOURCE:** Carroll SPLOST

**BUDGETED ITEM?** Yes

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**PURPOSE:** To approve a proposal from Falcon Design to engineer the reconstruction of Punkintown Road from the intersection at Shoreline Parkway to just beyond the entrance to Town Creek, including the intersection with Old Stone Road.

**BACKGROUND:** Punkintown Road needs to be rebuilt with curb and gutter and a new travel surface. Falcon Design has proposed to provide the engineering needed for this project.

**STAFF RECOMMENDATION:** Staff recommends approval.

**IMPACT:** Approving the proposal to design the Punkintown Road rebuild will enable us to improve one of the most important arteries in the City.

**MOTION:** I move to authorize the Mayor to accept an engineering proposal from Falcon Design Consultants for the Punkintown Road rebuild for an amount not to exceed \$257,500, and to sign any documents required to execute this professional services agreement.



August 29, 2023

Mr. Tom Barber  
City of Villa Rica  
571 W. Bankhead Highway  
Villa Rica, GA 30181

RE: Punkintown Road Improvements and Roundabout, Carroll County, Georgia

Dear Mr. Barber:

Falcon Design Consultants is pleased to submit this proposal for your consideration for the referenced project. The scope of work for this project will contain the following:

#### **Project Scope & Fees**

Based on the concept plan provided by the City of Villa Rica, FDC will design a roundabout with curb and gutter, along with sidewalks and crosswalks medians, and approximately 2,500 ft of roadway beginning at the future roundabout at Towne Creek Drive southbound to the entrance at the future Fuqua Development along Punkintown Road.

#### **Task – A. Survey Database Preparation**

- Locate detailed information along existing Punkintown Road.
- Combination of Lidar flight data and 2-man field crew to produce 2' contours.
- Locate R/W and property lines.
- Field locate all utilities.

#### **Task – B. Underground Utility Locate**

- Physical Markings - Paint and/or flags will be placed on the ground directly above all traceable underground utilities within the specified area. Each utility will be marked with a specific color. Underground utilities will be located utilizing radio frequency techniques. This technique is capable of locating metallic utilities and other utilities with tracer wires. Non-metallic utilities and utilities without tracer wires will not be physically marked on the ground. Utilities not located utilizing this technique may exist, but not be marked, and may be disturbed upon excavation. Also, we will not locate underground storage tanks, irrigation systems, traffic control wires and/or cables, as well as sewer and storm drain lines.
- Site Sketch - A detailed sketch of the subject site will be provided in electronic format. Said sketch will detail the approximate locations of all underground utilities, along with the size and type of water and gas lines. This sketch may be added to an existing drawing of the site, or to an aerial photograph of the site.



Notes will be placed on the sketch indicating possible existence of underground utilities and improvements that were not marked on the ground.

- Utility Owner Information - The owner of each respective utility affecting the subject site will be determined and documented, including names, addresses, and phone numbers. The sources of this information will be from the "One-CALL Design or Dig Ticket" and other sources as may be required. This information will be assimilated and delivered electronically in a .pdf format. Any other types of information, such as maps or other documents, will be delivered in .pdf format, as well.
- Limitations – UtiliSurvey, LLC and FDC will expend reasonable efforts to determine the actual location of all existing underground utilities within the project area. It is expressly understood by all parties that utilities may exist within the subject area, but not be marked or located, especially if no above ground evidence of the utility exists. We locate underground utilities solely as an accommodation and our markings/locates shall not be used for excavation. We accept no liability for ANY underground utilities that are not located or marked by us.
- Stake easements and r/w for acquisition.

**Task-C. Wetland/Stream Delineation:**

- Delineation of Aquatic Resources. We would also identify streams and others waters that would be considered waters of the State where the GAEPD would regulate 25-foot stream buffers.
- Issue a detailed report.
- Work to be performed by Nelson Environmental.

**Task – D. Construction Drawings & Technical Specifications**

- CONCEPTUAL DESIGN

The Consultant shall prepare design plans at 1:50 for approval by the City. After review by the City, the Consultant shall make any and all revisions to the concept and resubmit to the City for approval.

Concept plans shall include, but are not limited to, proposed layout, centerline alignment with radii shown, edges of pavement, proposed profile grade, property lines, property owners, existing and proposed rights-of-way, street names, major drainage structures, land lot lines, north arrow and legend.

- PRELIMINARY PLAN

Once the Horizontal and vertical geometrics have been defined and approved by the County, the Consultant shall submit two (2) sets that show the proposed plan view, profiles, typical sections, cross sections, proposed right-of-way, proposed easements, and proposed drainage including computations, for City review.

The Consultant shall address any changes or comments as required by the City and incorporate them into the final plans.

- **FINAL CONSTRUCTION PLAN**

The Consultant shall prepare and submit to the City for approval, roadway construction plans based on the approved preliminary plan that will include the following:

General Notes, Typical Section, Summary of Quantities (GDOT Format), Detailed Estimate, Traffic Assignments, Plan and Profile of Mainline Sheets (1:50 scale), Plan and Profile of Side Streets (1:50 scale), Driveway Profiles, Drainage Profiles, Staging and Detour Plan, Utility Plans, Signing and Marking Plans and Details, Traffic Signal Plans and Details, if required, Cross Sections – Earth work plotted at 50 foot interval scale 1"=10' vertical and horizontal, GDOT Standards, and Construction Details.

Construction plans shall, at a minimum, include the following:

- Survey Centerline
- Construction Centerline (bearings, road name)
- Begin/End Construction
- Existing R/W
- Required R/W with Station and offsets at the breaks
- Construction Limits
- Easements
- Property Lines/Owner's Names
- North Arrow/Graphic Scale
- Stationing
- Water Line/Utility Plans
- Landscaping Plan
- Summary of Quantities

Note: An engineers estimate of probable cost will be produced based on the final summary of quantities.

**Task – E. Stormwater Management Report (If required)**

- Water Quality/Quantity analysis of new roundabout.
- Full report with hydrographs and maps.

**Task – F. Utility Coordination**

- Preliminary drawings will be forwarded by FDC to utility companies for marking utility locations and plan preparation.
- FDC will incorporate any changes from utility companies in final plans.

**Task – G. Right of Way Plats**

- FDC will prepare ROW/Easement Plats for City to obtain necessary property for construction.
- Legal Descriptions will be produced for each plat/easement.
- Estimated 22 parcels adjoin the improvements.

## Fee Estimate

The budget below includes staff time and expenses necessary to perform the scope of work outlined above. This budget is for the scope of work referenced above.

### Design Services:

| <u>Auraria Rd/SR 9 @ Burnt Stand Rd Roundabout</u>   | <u>Estimated</u> |
|------------------------------------------------------|------------------|
| <u>Budget</u>                                        |                  |
| A. Survey Database Preparation:                      | \$35,000.00      |
| B. Underground Utility Locate                        | \$5,500.00       |
| C. Wetland/Stream Delineation Report                 | \$3,000.00       |
| D. Construction Drawings & Technical Specifications: | \$150,000.00     |
| E. Stormwater Management Report (If Required):       | \$18,000.00      |
| F. Utility Coordination:                             | \$10,000.00      |
| G. Right of Way Plats:                               | \$11,000.00      |
| Total:                                               | \$232,500.00     |

### Reimbursable Expenses:

In addition to the Professional Fees described above, we will invoice for Reimbursable Expenses. This is usually referred to "Out-of-Pocket" expenses. The following items will be considered Reimbursable Expenses:

- Blue Printing – Reproduction of Drawings or Documents
- U.S. Mail Messenger, Messenger and Overnight Delivery Services

### Additional Services

Only those services specifically described above, are included within the scope of this proposal. Additional Services are further explained in each consultant's contract and shall be made a part of the Standard Agreement between Owner and Design Firm. Examples of Additional Services, which may be required as the project develops, includes but is not limited to the following:

- Modifications to previously approved work "Change of Scope"
- Submittal Fees (Review/Recording)
- Wall Design
- Irrigation Design
- Lighting Design
- Environmental Permitting

*All work will be performed in accordance with the Contract Conditions.*

### Contract Conditions

If, during the course of work, the Client finds it necessary to terminate the work, the work will stop by the Consultant upon written notification from the Client. The Client will pay for the services and expenses incurred to the point of termination based on the Consultant's estimate of the percentage of work complete.

Invoices for work completed will be submitted at the beginning of each month for work performed the previous month. All invoices are net due in 30 days. In the event that an invoice is not paid within 30 days the Consultant reserves the right to stop work after notifying the client in writing, until such outstanding invoices are paid in full.

The Consultant reserves the right to terminate or suspend all work for the Client with verbal or written notice if unpaid undisputed invoices are greater than 30 days past due.

Additional services, which are not included in this task order as defined by the scope of work, will be treated as extra work. The Owner will be given notice of any additional services requested by the Owner's Staff to complete the project. All additional services provided by the Consultant directly will be paid based upon the hourly rate schedule attached to this agreement without additional contract modifications. The Owner must approve additional Subcontractor/Subconsultant work in writing before the work is begun.

It is agreed that the Consultant's professional services do not extend to or include the review or site observation of the Construction Contractor's work or performance. To the extent allowed by law, it is further agreed that the Client will defend, indemnify, and hold harmless the Consultant from any claim or suit whatsoever, including but not limited to all payments and expenses, including all attorney fees and costs of defense or other costs involved arising from or alleged to have arisen from the Contractor's performance or the failure of the Contractor's work to conform to the design intent and the Contract Documents. The Consultant agrees to be responsible for the negligent acts, error or omissions of the Consultant's own employees. The Client agrees that the liability of Falcon Design Consultants, LLC resulting from any negligent acts, errors and/or omissions of Falcon Design Consultants, LLC is limited to the total fees actually paid by the Client to Falcon Design Consultants, LLC for services rendered.

While all work will be performed with professional care, the Consultant cannot guarantee the actions of government officials and agencies to grant the desired approvals.

This agreement shall be null and void if not executed within 60 days from the date of preparation unless otherwise indicated by the Consultant.

If you are in agreement with the terms of this proposal, please execute the agreement by signing below and returning one copy for our files.

Sincerely,  
Falcon Design Consultants, LLC



Adam L. Price, P.E.  
Managing Partner



John Palmer  
President

Accepted and Agreed:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date





Agenda Item: \_\_\_\_\_

# CITY OF VILLA RICA

## City Council Meeting Agenda Item Cover Sheet

**SUBJECT:** Survey for Shoreline Lift Station Force Main

**AGENDA DATE:** September 12, 2023

**DATE PREPARED:** September 3, 2023

**PREPARED BY:** Tom Barber

**AMOUNT:** \$30,300

**GL ACCOUNT #:** 505-4115-541400

**FUNDING SOURCE:** Water & Sewer Fund

**BUDGETED ITEM?** Yes

---

**PURPOSE:** To approve a proposal to survey the route for a new force main from a relocated Shoreline lift station to the Cleghorn lift station.

**BACKGROUND:** The North sewer plant is operating at about 80% of capacity and cannot be cost-effectively upgraded. To handle the increase in flow from upcoming residential developments we need to divert the flow currently being generated on the north side of the lake to the West Plant via the Cleghorn lift station. In addition, the current Shoreline lift station is too small, poorly located, and needs to be rebuilt across the street from the current location.

**STAFF RECOMMENDATION:** Staff recommends approval.

**IMPACT:** Approving the proposal to survey will allow us to begin the process of easement acquisition along the force main's route to the Cleghorn lift station.

**MOTION:** I move to authorize the City Manager to direct Brennan Jones to oversee the required survey for the new Shoreline force main for an amount not to exceed \$30,300.



Agenda Item: \_\_\_\_\_

# CITY OF VILLA RICA

## City Council Meeting Agenda Item Cover Sheet

**SUBJECT:** Improvements to Road Surface on Mirror Lake Dam

**AGENDA DATE:** September 12, 2023

**DATE PREPARED:** September 5, 2023

**PREPARED BY:** Tom Barber

**AMOUNT:** \$12,125.00

**GL ACCOUNT #:** 322-4210-541410

**FUNDING SOURCE:** Douglas SPLOST

**BUDGETED ITEM?** YES

---

**PURPOSE:** To approve a proposal to make drainage improvements to the road surface along the top of the Mirror Lake Dam.

**BACKGROUND:** Rain water is pooling on the Mirror Lake Parkway on top of the dam and is creating a safety hazard. HRN Construction has proposed to make the necessary improvements for an amount not to exceed \$12,125. Bobby Elliott will be overseeing the work.

**STAFF RECOMMENDATION:** Staff recommends approval.

**IMPACT:** When water pools on one lane of the Parkway, traffic is forced to drive in the oncoming lane. This improvement will resolve that issue.

**MOTION:** I move to authorize the City Manager to accept a proposal from HNC Construction to repair the drainage issue on the road surface of the Mirror Lake dam for an amount not to exceed \$12,125.00.

HNC Construction LLC.  
P O Box 654  
Villa Rica, GA 30180 US  
(404) 719-8372  
hncconstructionco@gmail.com



**ADDRESS**

Bobby Elliott and Co. LLC  
Mirror Lake Dam Area

**ESTIMATE # 1290**

**DATE 08/14/2023**

|                                                                                                                                                     |       |          |          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|-------|----------|----------|
| <b>Grading</b><br>Grading and removal of existing dirt /<br>grass. Adjust grade to create positive<br>drainage. Fine grade. Includes<br>hauling. LS | 1     | 2,500.00 | 2,500.00 |
| <b>Sod Installation</b><br>Common bermuda installed. 250' x<br>35'. SF                                                                              | 8,750 | 1.10     | 9,625.00 |
| <b>Additional Notes</b><br>Estimate excludes surveying,<br>permitting and erosion control<br>measures. Estimate excludes watering<br>of grass.      | 1     | 0.00     | 0.00     |

**TOTAL**

**\$12,125.00**

Accepted By

Accepted Date

**CHAPTER I – IN GENERAL****Sec. 1.01 - TITLE**

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- 1) This Ordinance shall be known and may be cited and referred to as the “Zoning Ordinance of the City of Villa Rica, Georgia,” and shall be referred to as “this Ordinance.”

**Sec. 1.02 - PURPOSE**

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- 1) This Ordinance is hereby enacted by the City of Villa Rica, Georgia, for the purpose of:
  - a) Promoting the public health, safety, comfort, and general welfare;
  - b) To conserve and protect property and property values;
  - c) To secure the most adequate and economical provisions for public improvement, paying due regard to with the Comprehensive Plan and any changes made thereto as reflected in the Zoning Map and documents and records of The City of Villa Rica for the desirable future development of the City; and
  - d) To provide a method of administration and to prescribe penalties for the violations of the provisions hereafter described: all as authorized by the provisions of the Chapters and the Sections applicable under the Georgia Code.

**Sec. 1.03 - TERRITORY UNDER THE ZONING ORDINANCE**

---

- 1) This Ordinance shall be effective in the incorporated areas of the City of Villa Rica, Georgia. Upon annexation of territory into the City of Villa Rica, the County zoning regulations then in effect on that territory shall become null and void.

**Sec. 1.04 - APPLICABILITY AND COMPLIANCE**

---

- 1) All buildings erected hereafter, all uses of land or buildings established hereafter, all structural alterations, changes in site or site flow, and relocation of existing buildings occurring hereafter, and all enlargements of or additions to existing legally conforming uses exceeding thirty-five percent (35%) of the existing site or structure occurring hereafter as determined by the Community Development Director (“Director”) shall be subject to all the regulations of this Zoning Ordinance as they apply to the zoning districts in which such buildings or uses of land shall be located.
  - a) **All changes of use proposed within existing structures on developed parcels shall be exempt from all supplementary regulations within this ordinance except parking requirements.**
  - b) **All changes of use proposed within new structures or structures expanded beyond 35% of the existing structure’s square footage on developed parcels shall be subject to all applicable regulations within this ordinance as set forth herein.**
  - c) **All changes of use proposed within existing buildings, new buildings, or buildings expanded beyond thirty-five percent (35%) of the existing structure’s square footage, and located on underdeveloped or undeveloped lots shall be subject to all applicable regulations within this ordinance as set forth herein.**
- 2) This Ordinance shall not be construed as abating any action now pending under, or by virtue of, the prior existing zoning ordinance; or as discontinuing, abating, modifying, or altering any penalty accruing or about to accrue; or as affecting the liability of any person, firm, or corporation; or as waiving any right of the City of Villa Rica under any section or provision existing at the time of the effective date of this Ordinance; or as vacating or annulling any rights obtained by any person, firm, or corporation, by lawful action of the City, except as shall be expressly provided for in this Ordinance.



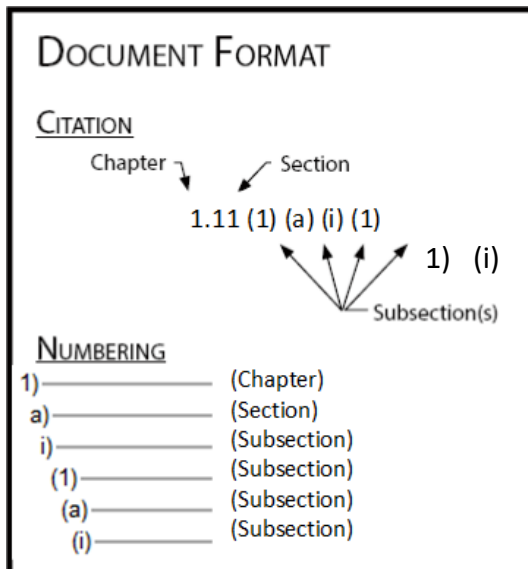
- 3) See also *Chapter III: Nonconformities*.
- 4) **Municipal, county, and state owned properties shall be exempt from all use and use district regulations set forth within this ordinance. This section shall not be construed to exempt such uses and structures from following development or supplemental regulations found herein. Utility providers are subject to all regulations found within this ordinance unless otherwise indicated.**

## Sec. 1.05 - TRANSITION RULES

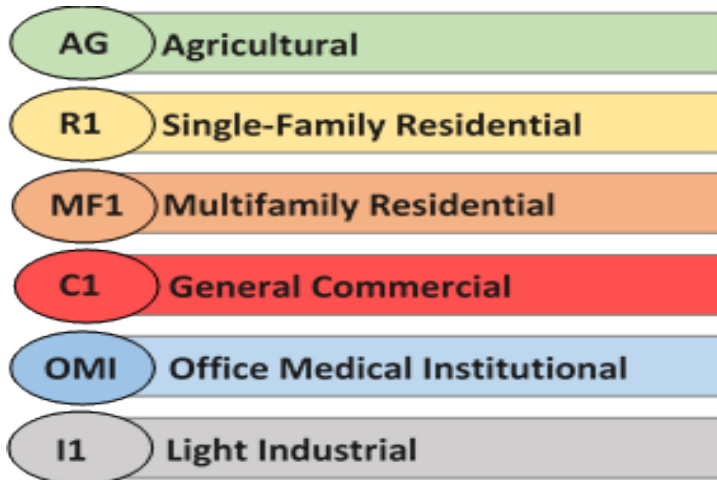
- 1) Any application that has been filed with the Planning & Zoning Commission or its designees and is full and complete, prior to the effective date of this Zoning Ordinance, shall be regulated by the terms and conditions of the Zoning Ordinance that was in place at the time of filing. However, all administrative procedures shall follow those set forth by this Zoning Ordinance.

## Sec. 1.06 - HOW TO USE THIS DOCUMENT

- 1) **STRUCTURE.** The structure of the text of this Ordinance is as follows: Chapter (indicated by 1, etc.), Section (indicated by 1.1, etc.), and subsequent Subsections (indicated by a, i, etc.). Below is an example of this format:



- 2) **APPLICABLE DISTRICTS.** Zoning district designation identifiers are located in various places throughout the document. If one of these identifiers appears within a section, then that section will apply to the corresponding zoning district. Samples of district identifiers follow:



#### Sec. 1.07 – INTERPRETATIONS

- 1) In their interpretation and application, the provisions of this Ordinance shall be held to be minimum or maximum requirements, adopted for the promotion of the public health, safety, and the general welfare.

#### Sec. 1.08 - INTERPRETATION OF TERMS OR WORDS

- 1) For the purpose of this Ordinance, certain terms or words are defined, and the words or terms used shall be interpreted as follows:
- The word “person” includes a firm, association, organization, partnership, trust, company, corporation or other legal entity, as well as an individual;
  - The present tense includes the future tense, the singular number includes the plural, and the plural number includes the singular;
  - The word “shall” is a mandatory requirement, the word “may” is a permissive requirement, and the word “should” is a preferred requirement.
  - The words “used” or “occupied” include the words “intended, designed, constructed, converted, altered or arranged to be used or occupied”; and
  - The word “lot” includes the words “plot, tract, or parcel.”

#### Sec. 1.09 - ZONING MAP

- 1) **OFFICIAL ZONING MAP.** The city is divided into zones or districts as shown on the Official Zoning Map as amended, which, together with all explanatory matter, is adopted by reference and declared to be a part of this Ordinance. See also *Section 11.05 – Zoning Map and Text Amendments*.
- 2) **LOCATION AND MAINTENANCE OF THE OFFICIAL ZONING MAP.**
- Regardless of the existence of copies of the official Zoning Map which, from time to time may be published, the Official Zoning Map shall be located in the office of the Community Development department. It shall be the final authority as to the current zoning status of land and water areas in the city. Current copies may be obtained from the Community Development department.

- b) The official Zoning Map may be maintained in electronic form, and depicted in various formats and scales as appropriate to the need, under the direction of the Community Development Director.
  - c) No changes of any nature shall be made on the Official Zoning Map or shown except in conformity with the procedures set forth in this Ordinance. Any unauthorized change of any kind by a person or persons shall be considered a violation of this Ordinance and punishable as provided under *Chapter XII – Violations and Enforcement*.
- 3) REPLACEMENT OF THE OFFICIAL ZONING MAP. In the event that the official Zoning Map becomes damaged, destroyed, lost or difficult to interpret because of the nature or number of changes and additions or loss of electronic information, the Villa Rica City Council may, by Resolution, adopt a new Official Zoning Map which shall supersede the prior Official Zoning Map. The new Official Zoning Map may correct drafting or other errors or omissions in the prior Official Zoning Map, but no correction shall have the effect of amending the original Official Zoning Map or any subsequent amendment.
- 4) RULES FOR INTERPRETATION OF DISTRICT BOUNDARIES. Where uncertainty exists with respect to the boundaries of districts as shown on the Official Zoning Map, the following rules shall apply:
- a) Boundaries indicated as approximately following the center lines of thoroughfares or highways, street lines or highway right-of-way lines, or alleys shall be construed to follow the centerlines;
  - b) Boundaries indicated as approximately following platted lot lines shall be construed as following the lot line;
  - c) Boundaries indicated as approximately following city limits shall be construed as following the City Limits;
  - d) Boundaries indicated as following railroad lines shall be construed to be midway between the main tracks;
  - e) Boundaries indicated as approximately following the centerlines of streams, rivers, canals, lakes or other bodies of water shall be construed to follow the centerlines;
  - f) Boundaries indicated as approximately following floodplain lines shall be construed to follow the floodplain lines;
  - g) Boundaries indicated as parallel to or extensions of features indicated in the subsections above shall be so controlled. Distances not specifically indicated on the Official Zoning Map shall be determined by the scale of the map by the Community Development Director;
  - h) Where physical features existing on the ground are at variance with those shown as the Official Zoning Map, or in other circumstances not covered by the subsections above, the Community Development Director shall interpret the boundaries. The Villa Rica City Council shall hear appeals to the decision of the Community Development Director; and
  - i) When a zoning district boundary line divides a lot or parcel, the Director shall determine the applicable zoning district. The Director may require a rezone or replat of the site if any portion of a construction or development proposal overlaps two (2) or more zoning districts. The petitioner shall be responsible for filing the appropriate forms and for paying the appropriate filing fees to rezone or replat the lot or parcel. If a portion of a lot or parcel is in an overlay district, the entire lot or parcel shall be deemed as being within the overlay district.

#### Sec. 1.10 - CONFLICT OF LAW

- 1) Whenever the regulations of this Ordinance require a greater width or size of setbacks or other open space, a lower height limit, greater percentage of lot to be left unoccupied, a lower density of

development, a more restrictive use of land, or impose other higher standards than are required in any other lawfully adopted rules, regulations, ordinances, private deed restrictions or private covenants, these regulations shall govern.

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**Sec. 1.11 - SEVERABILITY CLAUSE**

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- 1) Should any section or provision of this Ordinance be declared by the courts to be unconstitutional or invalid, that decision shall not affect the validity of the Zoning Ordinance as a whole, or any part other than the part declared to be unconstitutional or invalid.

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**Sec. 1.12 - REPEAL OF CONFLICTING ORDINANCE**

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- 1) All ordinances or parts of ordinances in conflict with this Zoning Ordinance or inconsistent with the provisions of this Ordinance are repealed to the extent necessary to give this Ordinance full force and effect.

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**Sec. 1.13 - EFFECTIVE DATE**

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- 1) This Ordinance shall become effective from and after the date of its approval and adoption.



**CHAPTER II - ADMINISTRATION****Sec. 2.01 – ENFORCEMENT**

- 1) The Director of the Community Development department, or his/her designee, shall effect proper administration and enforcement of this Zoning Ordinance. *See also Chapter XII: Violations and Enforcement.*

**Sec. 2.02 – JOINT CITY/SCHOOL BOARD COMMITTEE****1) ESTABLISHMENT OF THE JOINT CITY/SCHOOL BOARD COMMITTEE OF THE CITY OF VILLA RICA AND THE CARROLL COUNTY SCHOOL DISTRICT (THE “JOINT COMMITTEE”).**

**a) The Joint Committee of Villa Rica shall be established in conformance with the Intergovernmental Agreements relating to Eastside Tax Allocation District TAD Agreement. The Community Development Director, or his/her designee, shall serve as staff to the Joint Committee.**

**i) Responsibilities. The Joint Committee shall act in an advisory capacity to the City Council in zoning and annexation questions. In addition to any duties, responsibilities, or powers enumerated by the Council by resolution, ordinance, or the Municipal Code, the responsibilities of the Joint Committee shall include:**

**(1) Conduct public hearings and makes recommendations on annexation requests, plan amendments, planned unit development, subdivisions, and zoning amendments;**

**(2) Recommend changes and amendments to the Zoning Map and the Code text;**

**(3) Make recommendations upon all other items referred to it by the City Council and the School District.**

**ii) Public Hearing Procedures.**

**(1) Rules of Procedure. The Joint Committee may adopt rules of procedure consistent with the provisions of this Code.**

**2) NOTICE OF MEETINGS.**

**a) Publication of the notice of any public hearing shall be done in conformance with Article 2 of this Code. The meeting agenda shall be posted in the City Clerk's Office prior to the scheduled meeting.**

**b) The posting of a written notice for at least 24 hours at the place of regular meetings and giving of written or oral notice at least 24 hours in advance of the meeting to the legal organ in which notices of sheriff's sales are published in the county where regular meetings are held.**

Alternative notice may be provided to a newspaper having a general circulation. O.C.G.A. § 50-14-1(d).

c) The Agenda must provide for all matters expected to be considered O.C.G.A. § 50-14-1(e)(1).

d) Agenda shall be available upon request and posted at the meeting site, as far in advance of the meeting as reasonably possible, but not more than two weeks (14 days) prior. O.C.G.A. § 50-14-1(e)(1).

**3) CONDUCT OF MEETINGS.**

a) All meetings of the Joint Committee shall be open to the public.

b) The Joint Committee shall have meetings as needed for the transaction of business.

**4) MINUTES.**

a) The Joint Committee shall keep minutes of its proceedings, showing the vote of each member upon each question, or, if absent or failing to vote, indicating such fact, and shall keep records of its deliberations and other official actions.

b) The minutes shall be filed in the office of the Community Development Director.

**5) CONFLICT OF INTEREST.**

a) A member of the Joint Committee shall inform the Joint Committee before the commencement of the public hearing, of any interest in the proposed action being reviewed by the Joint Committee. The Joint Committee Member shall not participate in any discussion or voting on any item for which the Joint Committee Member or Joint Committee Member's spouse, mother, father, children, siblings or in-laws has an interest.

**6) QUORUM.**

a) The Joint Committee shall have a quorum present before considering any business. A quorum shall constitute a majority of the qualified members of the Joint Committee. The affirmative vote of the majority of the members present shall be required before the Joint Committee shall approve a recommendation or advisory opinion.

**7) INVALIDITY OF A VOTE.**

a) If a Joint Committee member votes on a recommendation in which the Joint Committee member has a conflict of interest, the member's vote shall be voided.

**8) MEMBERSHIP.**

a) The Joint Committee of the City of Villa Rica shall be comprised of five (5) members. The members shall be appointed for two (2) year terms, as shown below and every two (2) years

thereafter. If a member is appointed to fill a vacancy during a term, the replacement member shall serve the remaining balance of that term.

- Position 1 – Appointed by Carroll County School Board for term beginning on the date of appointment and continuing until December 31, 2024, then every two years thereafter.
- Position 2 – Appointed by Carroll County School Board for term beginning on the date of appointment and continuing until December 31, 2023, then every two years thereafter.
- Position 3 – Appointed by City Council of Villa Rica beginning on the date of appointment and continuing until December 31, 2024 and then every two years thereafter.
- Position 4 – Appointed by City Council of Villa Rica beginning on the date of appointment and continuing until December 31, 2023 and then every two years thereafter.
- Position 5 - Appointed by Chair of Board of Commissioners of Carroll County beginning on the date of appointment and continuing until December 31, 2024 and then every two years thereafter.
- If the Joint Review Committee is expanded, then the County shall have one representative for every two added for the City and School District.

Any and all other provisions of the City of Villa Rica Zoning Ordinance shall remain unchanged.

b) Failure to attend three (3) out of four consecutive meetings or more shall be considered automatic resignation from the Joint Committee. Upon resignation by other means, or other vacancies occurring in office, the Chairman or Secretary (Zoning Administrator) shall inform the City Council, County School Board or County of such occurrence as promptly as possible, so that the appointing authority may appoint a replacement to fill the unexpired term.

c) Each year the Joint Committee shall select a member to serve as Chair and Co-Chair to preside over meetings of the Joint Committee.

## 9) AUTHORITY.

a) The Joint Committee is hereby authorized to perform those duties and functions specified in the Intergovernmental Agreement related to the Eastside Tax Allocation District. For the purposes of this Zoning Ordinance, the duties of the Joint Committee include:

- i) Rules of Procedure . The Joint Committee may adopt written rules of procedure for the administration of the affairs of the Joint Committee and its staff for filing, noticing and hearings.
- ii) Record Keeping . Maintain a complete record of all proceedings;
- iii) Meeting Time and Records . Fix the time for holding regular meetings each month, or as necessary, keep minutes of all meetings, and maintain all minutes and records in the office of the Joint Committee;

**iv) Whenever possible, the Joint Review Committee shall conduct its review of applicants no earlier than five (5) days after the public hearings conducted or the application by the Villa Rica Planning and Zoning Commission.**

**v) Recommendations . Make recommendations to the City Council of Villa Rica concerning the following:**

- a) The Joint Committee shall review and make recommendations for all annexation requests into the City that involve land south of I-20 in the City.**
- b) The Joint Committee shall review and make recommendations for any zoning requests for residential development that involve land south of I-20 in the City.**
- c) The Joint Committee shall review and make recommendations for any zoning requests to rezone land for multi-family residential use or high density residential use anywhere in the Carroll County portion of the City.**

**vi) Surety . Assume responsibility for the custody and preservation of all Joint Committee documents and papers.**

**(Ord. of 3-8-2023)**

### **Sec. 2.03 – PLANNING & ZONING COMMISSION**

#### **1) ESTABLISHMENT OF THE PLANNING & ZONING COMMISSION.**

- a) The Planning & Zoning Commission of Villa Rica shall be reconstituted and re-established in conformance with the Municipal Code. The Community Development Director, or his/her designee, shall serve as staff to the Commission.
- i) Responsibilities. The Planning & Zoning Commission shall act in an advisory capacity to the City Council. In addition to any duties, responsibilities, or powers enumerated by the Council by resolution, ordinance, or the Municipal Code, the responsibilities of the Planning & Zoning Commission shall include:
  - (1) Conduct public hearings and makes recommendations on plan amendments, planned unit development, subdivisions, site plans as applicable, and zoning amendments;
  - (2) Recommend changes and amendments to the Zoning Map and the Code text;
  - (3) Conduct hearings and make recommendations on comprehensive plan amendments; and
  - (4) Make recommendations upon all other items referred to it by the City Council.
- ii) Public Hearing Procedures
  - (1) Rules of Procedure. The Planning & Zoning Commission may adopt rules of procedure consistent with the provisions of this Code.

#### **2) NOTICE OF MEETINGS.**

- a) Publication of the notice of public hearing and notification of affected property owners shall be done in conformance with Article 2 of this Code. The meeting agenda shall be posted in the City Clerk's Office prior to the scheduled meeting.
- b) The posting of a written notice for at least 24 hours at the place of regular meetings and giving of written or oral notice at least 24 hours in advance of the meeting to the legal organ in which notices of sheriff's sales are published in the county where regular meetings are held. Alternative notice may be provided to a newspaper having a general circulation. O.C.G.A. § 50-14-1(d).
- c) The Agenda must provide for all matters expected to be considered O.C.G.A. § 50-14-1(e)(1).



- d) Agenda shall be available upon request and posted at the meeting site, as far in advance of the meeting as reasonably possible, but not more than two weeks (14 days) prior. O.C.G.A. § 50-14-1(e)(1).
- 3) CONDUCT OF MEETINGS.
  - a) All meetings of the Planning & Zoning Commission shall be open to the public.
  - b) The Planning & Zoning Commission shall have a regularly scheduled meeting at least once a month, and more often if necessary, for the transaction of business.
- 4) MINUTES.
  - a) The Planning & Zoning Commission shall keep minutes of its proceedings, showing the vote of each member upon each question, or, if absent or failing to vote, indicating such fact, and shall keep records of its deliberations and other official actions.
  - b) The minutes shall be filed in the office of the Community Development Director.
- 5) CONFLICT OF INTEREST.
  - a) A member of the Commission shall inform the Commission before the commencement of the public hearing, of any interest in the proposed action being reviewed by the Commission. The Commission Member shall not participate in any discussion or voting on any item for which the Commission Member or Commission Member's spouse, mother, father, children, siblings or in-laws has an interest.
- 6) QUORUM.
  - a) The Planning & Zoning Commission shall have a quorum present before considering any business. A quorum shall constitute a majority of the qualified members of the Commission. The affirmative vote of the majority of the members present shall be required before the Commission shall approve a recommendation, action or development request.
- 7) INVALIDITY OF A VOTE.
  - a) If a Commission member votes on a recommendation in which the Commission member has a conflict of interest, the member's vote shall be voided.
- 8) MEMBERSHIP.
  - a) ~~The Planning & Zoning Commission of the City of Villa Rica shall be comprised of five (5) members who reside in, own property within, or operate and manage businesses within the city limits of Villa Rica, Georgia. The members shall be appointed for two (2) year terms, as shown below and every two (2) years thereafter. If a member is appointed to fill a vacancy during a term, the replacement member shall serve the remaining balance of that term. Each member of the Planning & Zoning Commission shall be denominated as a member for one of the five voting wards within the City. The City Council member representing that particular ward shall nominate candidates to fill the vacancy for that ward when they become available. Once nominated, the full Mayor and Council may approve that nomination or select an alternate candidate to fill the Planning & Zoning Commission position. All members shall continue to serve until their successor has been approved by the City Council.~~ The Planning & Zoning Commission of the City of Villa Rica shall be comprised of five (5) members who reside in the city limits of Villa Rica, Georgia. The members shall be appointed as shown below and every two (2) years thereafter. If a member is appointed to fill a vacancy during a term, the replacement member shall serve the remaining balance of that term. Each member of the Planning & Zoning Commission shall be nominated as a member for one of the five voting wards within the City. The City Council member representing that particular ward shall nominate candidates to fill the vacancy for that ward when they become available. Once nominated, the full Mayor and Council may approve that nomination or select an alternate candidate to fill the Planning

& Zoning Commission position. All members shall continue to serve until their successor has been sworn in.

- i) The current terms for the wards within the City are as follows:
    - (1) Ward 1 – ~~01/01/2020–12/31/2022~~ 01/01/2020-12/31/2023
    - (2) Ward 2 – ~~12/01/2019–12/31/2021~~ 01/01/2022-12/31/2022
    - (3) Ward 3 – ~~01/01/2021–12/31/2023~~ 01/01/2021-12/31/2022
    - (4) Ward 4 – ~~01/01/2021–12/31/2023~~ 01/01/2021-12/31/2022
    - (5) Ward 5 – ~~01/01/2021–12/31/2022~~ 01/01/2023-12/31/2023
  - b) No member shall hold any elective public office within the City of Villa Rica. Unexpired terms shall be filled by the City Council. Members are removable for cause by the City Council upon written notice and after a public hearing.
  - c) Failure to attend three (3) out of four consecutive meetings or more shall be considered automatic resignation from the Planning & Zoning Commission. Upon resignation by other means, or other vacancies occurring in office, the Chairman or Secretary (Zoning Administrator) shall inform the City Council of such occurrence as promptly as possible, so that the Council may appoint a replacement to fill the unexpired term.
- 9) AUTHORITY.
- a) The Planning & Zoning Commission (“Commission”) is hereby authorized to perform those duties and functions specified in Georgia Planning Act (O.C.G.A. 45-12-200, et seq., and 50-8-1, et seq.) and other applicable sections of Georgia law and such other responsibilities as may be assigned to it from time to time by the Villa Rica City Council. For the purposes of this Zoning Ordinance, the duties of the Planning & Zoning Commission include:
    - i) Rules of Procedure. The Commission shall adopt written rules of procedure for the administration of the affairs of the Commission and its staff for filing, noticing and hearings. Refer to the Villa Rica Planning & Zoning Commission Rules of Procedures, as amended;
    - ii) Record Keeping. Maintain a complete record of all proceedings;
    - iii) Meeting Time and Records. Fix the time for holding regular meetings each month, or as necessary, keep minutes of all meetings, and maintain all minutes and records in the office of the Commission;
    - iv) Certification. Adopt a seal and certify all official acts;
    - v) Recommendations. Make recommendations to the participating legislative bodies concerning the adoption and amendment of the Comprehensive Plan, the Zoning Ordinance (including the Zoning Map), the Villa Rica Development Regulations, and Planned Unit Development district ordinances;
    - ~~vi) Decisions. Approve or deny plats, re-plats, and amendments to plats consistent with the Georgia Planning Act (O.C.G.A. 45-12-200, et seq., and 50-8-1, et seq.);~~
    - vii) Surety. Assume responsibility for the custody and preservation of all Commission documents and papers;
    - viii) Publications. Prepare, publish, and distribute reports, ordinances, and other material relating to the activities authorized by the Georgia Code;
    - ix) Modification. The Planning & Zoning Commission may initiate modifications to the standards of this Zoning Ordinance.
      - (1) Modifications recommended by the Planning & Zoning Commission shall be subject to the approval of the City Council as a text amendment to the Zoning Ordinance.

- x) Other Duties. All additional duties as established by Georgia Code.

#### Sec. 2.04 - COMMUNITY DEVELOPMENT DIRECTOR

- 1) **ENFORCEMENT.** The Director of the Community Development department (referred to as the “Director” for the purposes of this Ordinance), including his/her designee(s), will have the principal responsibility for the administration and enforcement of this Ordinance within the Planning & Zoning Commission’s planning jurisdiction. The authority to perform inspections, review applications, and issue permits may be delegated to other officials by the Director. In the performance of these functions, the Director and his/her appointed officials shall be responsible to the Planning & Zoning Commission and the Villa Rica City Council. The duties delegated by the Planning & Zoning Commission to the Director, or his/her designee shall include, but not be limited to the following.
- 2) **BASIC DUTIES**
  - a) Interpretation. Provide interpretation of the “City of Villa Rica Zoning Ordinance” when necessary and provide such technical and clerical assistance as the Planning & Zoning Commission and Villa Rica City Council may require.
  - b) Maintenance. Provide and maintain a public information service relative to all matters of the Planning & Zoning Commission and arising out of the “City of Villa Rica Zoning Ordinance.”
  - c) Land Disturbance Permits. Reviewing, approving, or disapproving all Land Disturbance Permits and keeping permanent records of applications made and actions taken;
  - d) Inspections. Conducting inspections of structures and properties to determine compliance with the requirements of this Ordinance and all approvals granted by the Planning & Zoning Commission, Villa Rica City Council, or other body (i.e. HPC) in the execution of its duties as established by this Ordinance and the Georgia Code;
  - e) Record Keeping. Maintaining permanent and current records documenting the application of this Ordinance including, but not limited to, all maps, amendments, Special Exceptions, variances, and appeals;
  - f) Planning & Zoning Commission Applications. Receiving, processing, docketing, and referring to the Planning & Zoning Commission all appropriate applications and other matters upon which it is authorized to act under this Ordinance and Georgia Code;
  - g) Villa Rica City Council Applications. Receiving, processing, docketing, and referring to the Villa Rica City Council all appeals, variances, and Special Exceptions;
  - h) ~~Administrative and Plat Committee.~~ **Technical Advisory Committee (TAC).** Receiving, processing, docketing, and referring all appropriate applications;
  - i) Clerical & Technical Assistance. Providing all such clerical and technical assistance as may be required by the Villa Rica City Council, Planning & Zoning Commission, Legislative Bodies, or other body in the execution of its duties as established by this Ordinance and Georgia Code.
  - j) Provide Information. Provide information to the Planning & Zoning Commission and the Villa Rica City Council and maintain permanent and current records arising from the administration of the “City of Villa Rica Zoning Ordinance,” including but not limited to, all maps, amendments, Improvement Land Disturbance Permits, Certificates of Occupancy, Certificates of Completion, Variances, Special Exceptions and appeals, and applications thereof, and records of hearings thereon.

- k) Planning and Zoning Commission Recommendations. The Director, or his designee, shall report the actions and recommendations of the Planning and Zoning Commission to the City Council at the time those recommendations are made to the council.
- l) Research and Analysis. Conduct research and collect and analyze, on a continuing basis, all pertinent data on the growth and development of the city in order to provide a foundation for a planning program.
- m) Fee Schedule. The Director shall maintain a schedule of fees for all applications, permits, and other processes outlined in this Ordinance.
  - i) Fee Basis. All fees shall be intended to reimburse the City for the time and cost of processing the required materials. In no instance shall a fee be used as a means of discouraging or encouraging any particular types of applications.
  - ii) Public Access. The fee schedule shall be made available to the public by the Director.
  - iii) Establishment and Revisions. The fee schedule shall be prepared by the Director and adopted by the Villa Rica City Council as applicable.
  - iv) Payment Required. Until all applicable fees have been paid in full, no action shall be taken on any application or petition.
  - v) Fines for Failing to Obtain a Permit. The Director may require any person who initiates construction of a structure or the alteration of land prior to obtaining any required permit to pay up to three (3) times the amount of the normal permit fee listed on the fee schedule as a penalty. In addition to any other enforcement action, the Director may recover a reasonable attorney fee incurred in the enforcement of any provision of this Ordinance.
- n) Schedule of Meeting and Filing Dates. The Director shall maintain an annual Calendar of Meeting and Filing Dates for the Planning & Zoning Commission, Villa Rica City Council, and other established advisory/review committees. The existence of this calendar shall not be interpreted as prohibiting special meetings of the Committees, Commission, or Council.
  - i) Coordination of Calendars. The calendars of the ~~Administrative and Plat Committee~~ **Technical Review Committee**, other established advisory/review committees, and Planning & Zoning Commission shall be coordinated to ensure the efficient processing of applications.
  - ii) Conformance with Georgia Code. All meeting and filing dates shall be based on the requirements of this Ordinance and the laws of the State of Georgia.
  - iii) Approval of Dates. The Calendar of Meeting and Filing Dates shall be prepared by the Director and approved by the Planning & Zoning Commission and Villa Rica City Council ~~(the Planning & Zoning Commission shall be responsible for approving a coordinated calendar for the Administrative and Plat Committee or other advisory/review committees)~~. The calendar of meeting and filing dates shall be reviewed and updated annually by the Director.
- 3) APPEALING A DECISION OF THE DIRECTOR. Recourse from the decision of the Director shall be to the Villa Rica City Council on matters pertaining to zoning and shall be made in accordance with *Section 11.11 – Administrative Appeals Procedure* and the Villa Rica City Council Rules of Procedure. Recourse from the decision of the Villa Rica City Council shall be to the courts as provided by law.
  - a) ~~Exception. Recourse from the decision of the Director regarding administrative review of Development Plans shall be appealed to the Planning & Zoning Commission.~~

## Sec. 2.05 - VILLA RICA CITY COUNCIL



- 1) VILLA RICA CITY COUNCIL ESTABLISHMENT AND PROCEDURES
  - a) Refer to O.C.G.A. 45-12-200, et seq. and the City of Villa Rica City Council Rules of Procedure, as amended, for regulations and rules. The intent of this Section is not to establish the validity of the City Council, but to empower the City Council as the body of adjudication on appeals of the Zoning Ordinance, zoning processes, and/or decisions of the Community Development Director on matters of zoning appeal.
- 2) DUTIES OF THE VILLA RICA CITY COUNCIL
  - a) For the purpose of this Ordinance the Council has the following specific responsibilities:
    - i) Development Standards Variances.
      - (1) The Villa Rica City Council shall approve or deny variances from ~~the development standards (such as height, bulk, or area)~~ **all individual standards found within** of the Zoning Ordinance in accordance with the Georgia Planning Act (O.C.G.A. 36-66-1, et seq.; 36-67-1, et seq.; and, 36-67A-1, et seq.). **Variances shall not be granted from standardized procedural or administrative policies found within the Zoning Ordinance.** A variance may be approved only upon a determination in writing that:
        - (a) the approval will not be injurious to the public health, safety, morals, and general welfare of the community;
        - (b) the use and value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner; and
        - (c) the strict application of the terms of the Zoning Ordinance will result in practical difficulties in the use of the property.
      - (2) Variance procedures can be found in *Chapter XI: Petitions, Permits, and Procedures* and the Villa Rica City Council Rules of Procedure.
    - ii) Appeals. The Villa Rica City Council shall hear and determine all appeals from any decision or action in the administration or enforcement of the Zoning Ordinance. The Villa Rica City Council shall hear and determine all appeals from the refusal to issue permits. The Council may decide appeals by reversing or affirming, wholly or in part, or by modifying such decision, action or refusal.
    - iii) Special Exceptions. To grant, approve or deny all Special Exception permits as specified in each zoning district and under the procedures per *Section 11.09 – Special Exception Procedure* and the Villa Rica City Council Rules of Procedure.
    - iv) Rezoning. To grant, approve or deny all petitions for rezoning as specified in each zoning district and under the procedures per Chapter XI: Petitions, Permits, and Procedures and the Villa Rica City Council Rules of Procedure.
    - v) Annexation. Georgia's Zoning Procedures Act (ZPA), O.C.G.A. 36-66, defines a "zoning decision" as, among other things, "The adoption of an amendment to a zoning ordinance by a municipal local government which zones property to be annexed into the municipality." Thus, adopting any zoning on an annexed property is subject to the ZPA.
    - vi) Comprehensive Plan Amendments. Amendments to the Comprehensive Plan can be initiated by the City Council as an annual update or for specific purposes, including the annexation of property into the city and modifications to the Future Development Map, under the procedures per Chapter XI: Petitions, Permits, and Procedures.

- vii) Zoning Text Amendments. City staff, the Planning Commission, and the City Council can initiate a text amendment in whole or in part of the Villa Rica Zoning Ordinance. Procedures are subject to the requirements outlined in Chapter XI: Petitions, Permits, and subject the requirements of Georgia's Zoning Procedures Act. O.C.G.A. 36-66, and are subject to the final approval of the City Council.
  - viii) Final Plat. The City Council shall have the authority approve, approve with conditions, or deny a Final Plat that includes the dedication of public streets and infrastructure, and on matters associated with Written Commitments or the satisfaction of Conditions of Zoning adopted by the City Council.
  - ~~ix) Rezoning. To grant, approve or deny all petitions for rezoning as specified in each zoning district and under the procedures per Chapter XI: Petitions, Permits, and Procedures and the Villa Rica City Council Rules of Procedure.~~
  - ~~x) Annexation. The Zoning Procedures Law defines a "zoning decision" as, among other things, "The adoption of an amendment to a zoning ordinance by a municipal local government which zones property to be annexed into the municipality." Thus, adopting any zoning on an annexed property is subject to the ZPL.~~
  - ~~xi) Comprehensive Plan Amendments. Amendments to the Comprehensive Plan can be initiated by the City Council as an annual update or for specific purposes, including the annexation of property into the city and modifications to the Future Development Map, under the procedures per Chapter XI: Petitions, Permits, and Procedures.~~
  - ~~xii) Text Amendments. City staff, the Planning Commission, and the City Council can initiate a text amendment in whole or in part of the Villa Rica Zoning Ordinance. Procedures are subject to the requirements outlined in Chapter XI: Petitions, Permits, and subject the requirements of Georgia Zoning Procedures Act (O.C.G.A 36-66), and are subject to the final approval of the City Council.~~
  - ~~xiii) Final Plat. The City Council shall have the authority approve, approve with conditions, or deny a Final Plat that includes the dedication of public streets and infrastructure.~~
- 3) SUPPLEMENTARY CONDITIONS OF APPROVAL
- a) In granting any appeal or variance, the Villa Rica City Council may prescribe appropriate conditions of approval in conformity with this Ordinance. Violation of the conditions, when made a part of the terms under which the appeal or variance is granted, shall be deemed a violation of this Ordinance and punishable under *Chapter XII: Violations and Enforcement*.

## Sec. 2.06 – PROCEDURES FOR CALLING AND CONDUCTING PUBLIC HEARINGS

- 1) **Applicability**. Public hearings held by the City Council as required by this ordinance with regard to rezoning requests (amendments to the official zoning map), applications for conditional uses, applications for variances, and appeals of any administrative decision shall be called and conducted in accordance with the procedures of this section. The City Clerk shall print and make available for distribution to the general public the procedures for the conduct of public hearings as well as the standards to be applied by the Council in making zoning decisions.
- 2) **Presiding officer**. The presiding officer shall preside over the public hearing. In the case of the City Council, the Mayor shall preside, or in the absence of the Mayor the Mayor Pro Tempore shall preside,

or in the absence of both the Mayor and Mayor Pro Tempore another member of the City Council shall be designated to preside, over the public hearing.

- 3) *Opening of public hearing.* The presiding officer shall indicate that a public hearing has been called on one or more applications made pursuant to this ordinance shall summarize the processes required by this article (or call on the Zoning Administrator to summarize), and shall open the public hearing. Thereupon, the presiding officer shall call the first case and the City Council shall consider each application on an individual basis in succession as printed on the published agenda or as otherwise approved by the City Council; provided, however, that the presiding officer may at his discretion call and consider more than one application simultaneously when more than one application involves the same piece of property, and/or when proceedings would be efficiently completed by combining separately required public hearings and discussing more than one scheduled matter as a single group of applications.
- 4) *Report of Zoning Administrator.* Upon opening the public hearing, the presiding officer may recognize the Zoning Administrator, who may provide a summary of the application and present any recommendations or results of investigations. Any member of the City Council upon recognition by the presiding officer may ask questions of the Zoning Administrator or designee or other city or planning commission representative providing a report or recommendations. The Zoning Administrator may be represented at the public hearing by written report in lieu of oral testimony.
- 5) *Identification of speakers.* Prior to speaking, each speaker (including applicant, agent of applicant, and all others) must identify himself and state his current address for the record. The presiding officer may require a speaker to complete an information card supplying such information, prior to testifying.
- 6) *Applicant and those in favor of the application.* When an individual application comes up for hearing, the presiding officer may ask for a show of hands of those persons who wish to appear in support of the application. If it appears that the number of persons wishing to appear in support of the application is in excess of those who may reasonably be heard, the presiding officer may request that a spokesperson for the group be chosen to make presentations. Following the report of the Zoning Administrator or designee, or planning commission spokesperson, if any, the presiding officer shall recognize the applicant or his agent, spokesperson, or each of them, who shall present and explain the application, followed by any other persons wishing to speak in favor of the application. It shall be the duty of the applicant to carry the burden of proof that approval of the proposed application will promote the public health, safety, or general welfare. There shall be a minimum time period of ten minutes per application at the public hearing for the applicant and/or agent and anyone in favor of the application to present data, evidence, and opinions. The City Council shall not be obligated to provide the full ten-minute period to the proponents if they elect not to use that much time, nor shall there be an obligation to provide a minimum of ten minutes per application in the event that more than one application involving the same property is heard simultaneously. An applicant or agent may reserve any remaining unused time from the allotted time period for rebuttal. Upon the completion of testimony or remarks by the applicant and/or applicant's agent and those speaking in favor of the application, any member of the City Council upon recognition by the presiding officer may ask

questions of the applicant or agent of the applicant, or both, or any person speaking in favor of the application.

- 7) *Questions and opposing public comments on the application.* At the conclusion of the applicant's presentation and any testimony by others in favor of the application, the presiding officer shall call for public comments from those who wish to ask questions, make comments or oppose the application. The presiding officer may ask for a show of hands of those persons who wish to ask questions, make comments, and/or speak in opposition to the application. If it appears that the number of persons wishing to ask questions, make comments, and/or speak in opposition to the application is in excess of those who may reasonably be heard, the presiding officer may request that a spokesperson for the group be chosen to make presentations, ask questions, or speak in opposition. There shall be a minimum time period of ten minutes per application at the public hearing for the opponents to present data, evidence, and opinions and ask questions. The City Council shall not be obligated to provide the full ten minutes per application to the opponents if they elect not to use that much time, nor shall there be an obligation to provide a minimum of ten minutes per application in the event that more than one application involving the same property is heard simultaneously. Upon the completion of testimony or remarks by those asking questions and/or speaking in opposition to the application, any member of the City Council upon recognition by the presiding officer may ask questions of those speakers.
- 8) *Response to questions.* Upon the completion of testimony or remarks by those asking questions and/or speaking in opposition to the application, the presiding officer may ask the Zoning Administrator, if present, to answer questions posed by speakers; answer such questions himself; recognize a member of the City Council to make remarks or answer questions in response to such questions; or defer questions to the applicant to be answered during rebuttal.
- 9) *Content of remarks.* Each speaker shall speak only to the merits of the proposed application under consideration and shall address his remarks only to the City Council and not directly to the audience. Each speaker shall refrain from personal attacks on any other speaker or the discussion of facts or opinions irrelevant to the proposed application under consideration. The presiding officer may limit or refuse a speaker the right to continue, if the speaker, after first being cautioned, continues to violate this procedure.
- 10) *Applicant's rebuttal.* Upon the conclusion of public testimony, if the ten minutes allotted to the applicant and those speaking in favor of the application has not been exhausted, the applicant or his agent, or both, shall be allowed the remaining time from the total ten minutes allotted to answer questions, rebut the testimony of speakers, and/or provide final comments and remarks. The time devoted to any such rebuttal shall be counted toward the total ten minutes allotted to the applicant if such a time limit is set by the presiding officer. Any member of the City Council upon recognition by the presiding officer may then ask questions of the applicant, his agent, or both.
- 11) *Equal time.* In no event shall this section be interpreted to, and in no case shall the presiding officer allow or permit, an unequal amount of time to proponents and opponents with respect to testimony regarding an individual application.



- 12) *Close of hearing.* After the foregoing procedures have been completed, the presiding officer will close the public hearing and indicate that the public hearing is closed. Upon the closing of the public hearing, the applicant or his agent and any member of the public shall no longer be permitted to address the City Council in any way, including hand waving or motions for attention; provided, however, that at any time considered appropriate the presiding officer may reopen the public hearing for a limited time and purpose.
- 13) *Decision.* After the public hearing is closed, the City Council may either vote upon the application or may delay its vote to a subsequent meeting, subject to the limitations of this article, provided that notice of the time, date and location when such application will be further considered shall be announced at the meeting during which the public hearing is held. After hearing evidence, in making a decision, the City Council will apply the evidence to the criteria specified in this article for the application in question and other considerations and recommendations as may be considered appropriate. If the City Council determines from the evidence presented by the applicant has shown that the proposed application promotes the health, safety, and general welfare under applicable criteria, then the application shall be granted, subject to those reasonable conditions as may be imposed by the City Council on its own initiative or as recommended by the Zoning Administrator. Otherwise, such application shall be denied.
- 14) *Judicial review.* Decisions by the City Council with regard to variances are final; provided, however, any person or persons, jointly or severally, aggrieved by any decision of the City Council with regard to a decision on a variance application under the terms of this section may take an appeal to or seek judicial review by the County Superior Court. Any person, persons or entities jointly or severally may appeal in accord with O.C.G.A. § 36-66-5.1(1). The City Clerk, on behalf of the Mayor and Council, shall have the authority to approve or issue any form or certificate necessary to perfect the petition for review of any lower judicatory bodies and shall have the authority to accept service of such petition on behalf of the lower judicatory board or agency. Any such certificate, form or service shall be delivered to Villa Rica City Hall during normal business hours.



**CHAPTER III - NONCONFORMITIES****Sec. 3.01- INTENT**

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- 1) This Ordinance allows legally established nonconforming uses based on the fact that within the districts established by this Ordinance or amendments that may later be adopted there exist lots, uses of land, structures, and uses of structures and land in combination which were lawful before this Ordinance was passed and amended, but which would be prohibited, regulated, or restricted under the terms of this Ordinance or future amendments; and
- 2) It is the intent of this Ordinance to permit legally established nonconforming uses, buildings, sites, and structures to continue until they are removed, abandoned, or fully conform with this Ordinance, but not to encourage their survival in nonconforming status. It is further the intent of this Ordinance that legal nonconforming uses shall not be enlarged upon, expanded or extended, nor be used as grounds for adding other structures or uses prohibited elsewhere in the same district without approval from the Villa Rica City Council in accordance with *Section 2.04 – Villa Rica City Council*, in this Article.

**Sec. 3.02 - NONCONFORMING STATUS**

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- 1) The determination of status of Illegal Nonconforming and Legal Nonconforming (“Grandfathered”) uses, buildings, structures, or lots shall be based on the definition for each type of nonconforming use as they appear in *Chapter XIII: Definitions*.
  - a) **Illegal Nonconforming.** An illegal nonconforming use, structure, or lot shall be subject to actions and penalties allowed by this Ordinance and shall be altered to conform with all applicable standards and regulations of this Ordinance and all other applicable City ordinances.
  - b) **Legal Nonconforming (“Grandfathered”).** Legal nonconforming differs from illegal nonconforming in that the reason for the nonconformance is caused by the enactment of a Zoning Ordinance or a change to a Zoning Ordinance (including the official Zoning Map). Legally established nonconforming use of structures and/or land may continue operation or use in conformance with this Chapter.

**Sec. 3.03 - INCOMPATIBILITY OF A NONCONFORMING USE**

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- 1) Legally established nonconforming uses are declared by this Ordinance to be incompatible with permitted uses in the districts in which the use is located. A legally established nonconforming use of a structure, a nonconforming use of land, or a nonconforming use of a structure and land in combination shall not be extended, expanded or enlarged after passage of this Ordinance.

**Sec. 3.04 AVOIDANCE OF UNDUE HARDSHIP**

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- 1) Nothing in this Ordinance shall be deemed to require a change in the plans, construction, or designated use of any building on which actual construction was lawfully begun prior to the effective date of adoption or amendment of this Ordinance and upon which actual building construction has been carried on diligently.

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**Sec. 3.05 - NONCONFORMING LOT OF RECORD**

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- 1) Any legally established lot, as defined by this Ordinance, having less than the required minimum lot area or minimum lot width and frontage required by the applicable zoning district regulations of this Ordinance, may be deemed to be an exception to such minimum lot area or minimum lot width and frontage. This provision may apply even though such lots fail to meet the requirements for area, width, frontage, or any combination required by the applicable zoning district regulations of this Ordinance.
- 2) All other development standards for the applicable zoning district must be met unless property is determined to be an infill development.

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**Sec. 3.06 - NONCONFORMING USE OF LAND**

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- 1) Where, at the time of adoption of this Ordinance, lawful uses of land exist which would not be permitted by the regulations imposed by this Ordinance, the uses may be continued so long as they remain otherwise lawful, provided:
  - a) a nonconforming use shall not be enlarged or increased, nor extended to occupy a greater area of land than was occupied at the effective date of adoption or amendment of this Ordinance;
  - b) a nonconforming use shall not be moved in whole or in part to any portion of the lot other than that occupied by the uses at the effective date of adoption or amendment of this Ordinance;
  - c) a nonconforming use may be extended throughout any parts of an existing structure which was plainly arranged or designed for such use at the effective date of this Ordinance or its subsequent amendments, but no such use shall be extended to occupy land outside of the structure;
  - d) if a nonconforming use of land is discontinued or abandoned for more than one (1) year, the subsequent use of the land shall conform to the regulations specified by this Ordinance for the zoning district in which the land is located; and
  - e) no additional building or structure not conforming to the requirements of this Ordinance shall be erected in connection with a nonconforming use of land.

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**Sec. 3.07 - NONCONFORMING BUILDING OR STRUCTURE**

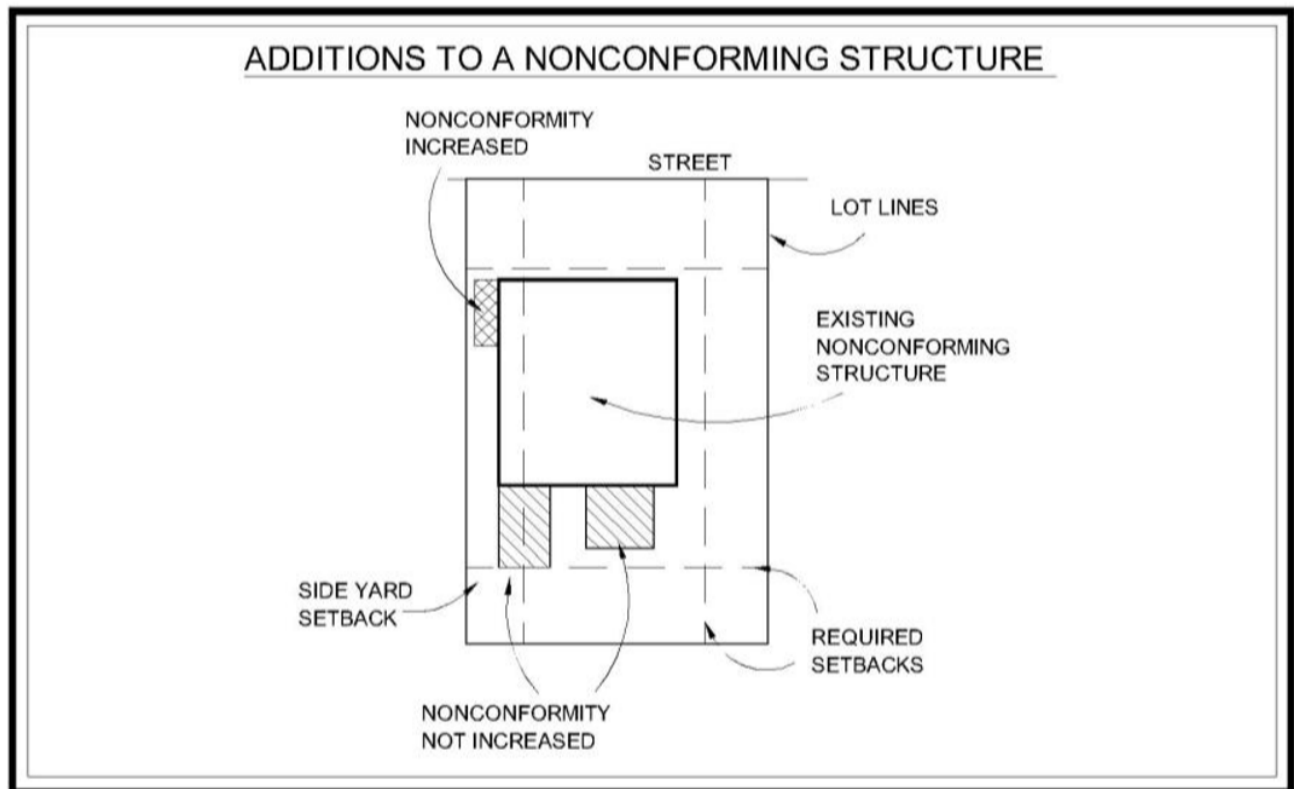
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- 1) CONTINUANCE OF LEGAL NONCONFORMING USE/STRUCTURE. Where a lawful building or structure exists, at the effective date of adoption or amendment of this Ordinance, that could not be built under the terms of this Ordinance by reason of restrictions on area, lot coverage, height, yards, location on the lot, bulk, or other requirements concerning the building or structure, the building or structure may remain so long as it remains otherwise lawful, subject to the following provisions:
  - a) A nonconforming building or structure may not be enlarged or altered in a way which increases its nonconformity, but any building or structure may be altered to decrease its nonconformity;
  - b) Any nonconforming building or use which is damaged or destroyed, by fire, explosion, or Act of God, may be restored or replaced to the extent of its existence immediately prior to such damage or destruction, provided that required permits for such restoration or replacement are secured, work on restoration or replacement is initiated within a period of one year (12 months) from the date of the damage or destruction, and such restoration or replacement complies with any nuisance abatement requirements. In addition, with the exception of single-family detached dwellings, such restoration or replacement shall comply with current building, architectural, and zoning code structural and dimensional requirements; and



- c) If a nonconforming building or structure is altered or moved for any reason for any distance or replaced, it shall thereafter conform to the regulations for the zoning district in which it is located and the discontinued legal nonconforming features shall not be resumed.
- 2) EXCEPTION. A legal nonconforming single-family or two-family residence and/or its accessory structures which are located in a non-residential zoning district, but within an area that has developed primarily as a residential neighborhood, may be expanded and the expansion shall be for the purpose of continuing the residential use of the property. The residential structure shall comply with the current setbacks required in the zoning district which most resembles the existing residential development in the area.
  - a) Any nonconforming structure or portion of a non-conforming structure may be altered to decrease its non-conformity, or in a way that neither increases nor decreases the non-conformity.

Figure 3.1: Additions to a Nonconforming Structure



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**Sec. 3.08 - REPAIR AND MAINTENANCE**

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- 1) On any legally established building or structure, or portion of a building or structure, or a building or structure containing a legally established nonconforming use, work may be done on ordinary repairs, or on repair or replacement of bearing and non-bearing walls, fixtures, wiring, or plumbing, provided that the cubic area existing when it became nonconforming shall not be increased. Nothing in this section shall be deemed to prevent the strengthening or restoring to a safe condition of any building or structure or portion of any building or structure declared to be unsafe by any official charged with protecting the public safety, upon order of such official.
- 2) If a legally established building or structure or portion of a building or structure or a building or structure containing a legally established nonconforming use becomes unsafe or unlawful by reason of physical condition and is razed, such building or structure shall not thereafter be rebuilt or used except in conformity with the regulations of the zoning district in which it is located.

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**Sec. 3.09 – RESTORATION OF A DESTROYED NONCONFORMING USE**

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- 1) A non-conforming building which has been damaged by accidental fire, explosion, or act of God to the extent of more than fifty percent (50%) of its reproduction value shall not be restored except in conformity with the regulations of the district in which it is located. When damaged by less than fifty percent (50%) of its reproduction value, a non-conforming building may be repaired or reconstructed and used as before the time of damage, provided that all portions of the structure being restored are not and were not on or over the property line, the non-conformity is not increased, and a Certificate of Occupancy is issued within one year of the date of the damage.

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**Sec. 3.10 - DETERMINATION OF A NONCONFORMING USE**

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- 1) In circumstances where there is question whether or not a legal nonconforming use exists, it shall be decided by the Community Development Director.

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**Sec. 3.11 – TRANSITIONAL USES IN MIXED-USE DISTRICTS**

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- 1) In the Commercial Mixed Use (CMU) zoning district, existing single-family residential structures may continue to function as legally nonconforming uses under *Chapter III - Nonconformities* of this ordinance, except where said structures have not been occupied or established as a vested right at the adoption of this ordinance.
  - a) At no time shall an established single-family residential structure be subdivided so as to increase the number of residential units in said structure.
- 2) Structures originally constructed for single-family residential use, may be converted to a neighborhood commercial use in *Table 4.3: Permitted and Conditional Uses*, subject to commercial building codes and off-street parking requirements for specific development types.
- 3) Structures originally developed as single-family residential uses, and converted to a commercial use, may be restored to a single-family residential use so long as applicable residential building codes have been met.
- 4) Structures developed for commercial use shall not be converted to a residential use, except for a commercial/residential mixed-use conversion, where residential living space is located above a commercial use at street-level.

**CHAPTER V – INFILL DEVELOPMENT STANDARDS****Sec. 5.01 – INFILL DEVELOPMENT STANDARDS**

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**1) INTENT**

- a) Infill development shall be considered to be new development, redevelopment, or expansion of existing legally conforming uses that occurs in an area where at least sixty-six percent (66%) of all lots on both sides of the same street block as the subject lot have been developed into residential or commercial uses, and where infrastructure is already in place. It is the general intent of this Section to:
  - i) Accommodate growth in Villa Rica by encouraging and facilitating new development on vacant, bypassed and underutilized land.
  - ii) Accommodate development in older established residential neighborhoods.
  - iii) Encourage efficient use of land and public services in the context of existing communities.
  - iv) Stimulate economic investment and development in older established communities.
  - v) Provide developers and property owners flexibility so that they can achieve high quality design and develop infill projects that strengthen existing communities.
  - vi) Create a high quality community environment that is enhanced by a balanced compact mix of development and building types that is pedestrian-scaled and, if applicable, transit-oriented.
  - vii) Improve approval certainty for infill development by providing clear development standards.
- b) This section shall not apply to lots zoned Planned Unit Developments (PUDs).
- c) Any relief granted under this section from bulk regulations or supplementary regulations, as permitted herein, shall be applied for via an Administrative Variance application and follow the procedures for such a request as set forth in *Section 11.08 – Administrative Adjustments*.

**2) GENERAL REQUIREMENTS**

- a) A Development Plan, plat, or certified plot plan shall be required for infill/redevelopment where applicable.
- b) The Development Plan / plat shall incorporate the following elements to enhance compatibility with the surrounding community:
  - i) Sidewalks that connect to the adjacent sidewalk system;
  - ii) Public streets that connect to the adjacent street pattern;
  - iii) Preservation of architecturally significant structures whenever feasible; and
  - iv) Setbacks, building envelopes, use and parking compatible with surrounding community.
- c) All new buildings (except accessory structures) shall have the primary entrance oriented to the street or public walkway, with direct, accessible, and convenient pedestrian connections.

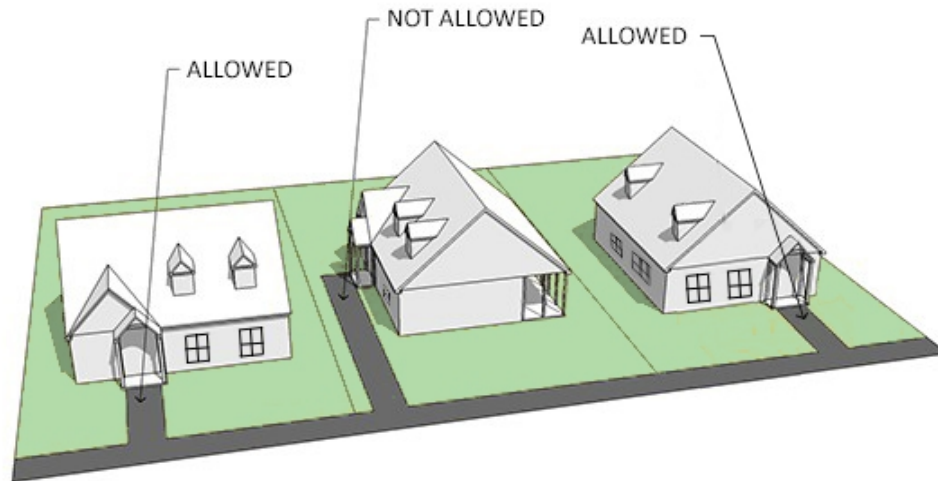
**3) PERMITTED USES.** Permitted uses shall be determined by the following subsections:

- a) Residential Areas. Areas that are made up of predominantly residential uses but no longer permit residential uses may fall under the provisions of *Subsection 3.06(2)*.
    - i) One accessory apartment dwelling unit per lot may be allowed in addition to the principal dwelling unit. Accessory apartment dwelling standards can be found in *Section 8.02 – Accessory Use and Structure Standards*.
    - ii) Home occupations and home-based businesses are allowed in accordance with *Section 8.11 – Home-Based Business*.
  - b) Commercial and Mixed-Use Areas. Areas that are made up of predominantly commercial or commercial/residential mixed uses may include uses other than what is permitted in the underlying zoning district by right, subject to consistency with uses that are identified as permitted or Special Exception within the Commercial Mixed Use (CMU) zoning district, or the Central Business District (CBD).
    - i) Commercial uses may be mixed vertically or horizontally with residential uses. First floor space shall be restricted to non-residential use in areas of predominantly commercial or mixed-use.
    - ii) Mixed-use should be planned for in the context of existing walkable amenities in the neighborhood or set the standard for future redevelopment.
- 4) **LOT AND DEVELOPMENT STANDARDS**. Density, design, materials, use and scale should reflect local style, heritage and materials unique to those existing in the surrounding area.
- a) Lot Size. Lot areas shall be dependent on proposed densities, floor area ratios, setbacks, building heights and community compatibility.
    - i) Existing Small Lot Amnesty. A legal lot of record that existed prior to the date of record of this Ordinance, and is being used for infill or redevelopment may use the minimum lot standards that follow.
  - b) Building Height.
    - i) Buildings shall conform to:
      - (1) maximum heights allowed in the zoning district in accordance with *Table 4.4: Residential Lot Standards* or *Table 4.5: Non-Residential Lot Standards*; or
      - (2) a height that is equal to or the average of adjacent building heights.
    - ii) If the proposed building height(s) is greater than the allowed maximum, the proposed building or structure must meet the following criteria for community compatibility:
      - (1) Neighborhood scale
      - (2) Privacy
      - (3) Light and shadow
      - (4) Views
      - (5) Architectural compatibility
  - c) Setbacks. Minimum setbacks shall be:



- i) as required in the zoning district; or
    - ii) the average of the established front and side setbacks on properties within the block or six-hundred (600) feet on both sides of the lot parallel to its side lot lines.
  - b) **Bulk and Scale.** Bulk and scale shall be similar to and consistent with the surrounding neighborhood as evaluated by the bulk of buildings adjacent, abutting and surrounding the proposed development. Larger buildings should be designed to adhere to the existing architectural pattern of the surrounding neighborhood.
  - d) **Flexible Standards.** Flexible development standards to reduce lot area, width, setbacks, height, and other standards may be permitted for infill and redevelopment at the discretion of the Director, subject to proof of good cause and benefit to the development and community, to encourage a variety of land uses, and to address difficult sites which incorporate infill and redevelopment or rehabilitation. Building height and coverage may vary so long as the project average height is consistent with the neighborhood scale and architectural rhythm and does not constitute a disruptive condition in the identity of the area as described here or in *Subsection 5.01(5)*.
- 5) **COMPATIBILITY STANDARDS.** Infill and redevelopment should provide exemplary site design, architectural design and high quality materials that are compatible with, and does not negatively alter the character of, the existing neighborhood. The applicant should refer to *Chapter IX: Design Standards*.
- a) All infill and redevelopment uses shall meet the intent of this chapter and shall be compatible with existing or proposed uses, as identified in the Comprehensive Plan, in the general vicinity of the proposed development. The following requirements shall apply:
    - i) **Building Size, Height, Bulk, Mass, Scale.** Similar in height and size or articulated and subdivided into massing that is more or less proportional to other structures in the area, and maintains the existing architectural rhythm.
    - ii) **Building Orientation.** Primary facades and entries face the adjacent street with a connecting walkway that does not require pedestrians to walk through parking lots or across driveways.
    - iii) **Privacy.** Optimize privacy of residents and minimize infringement on the privacy of adjoining land uses by considering the placement of windows and door entrances. Create opportunities for interactions among neighbors in common pedestrian circulation areas of the project.
    - iv) **Building Materials** shall be similar to materials of the surrounding neighborhood or use other characteristics such as scale, form, architectural detailing, etc. to establish compatibility.
  - b) All planned uses, building types, and landscaping shall be included on the Development Plan or plat and shall demonstrate the relationship of the proposed development with existing off-site development in the context of the adjacent community. Compliance with these requirements shall in and of itself be deemed to create a presumption of compatibility.

Figure 5.1: Infill Scale and Orientation Example

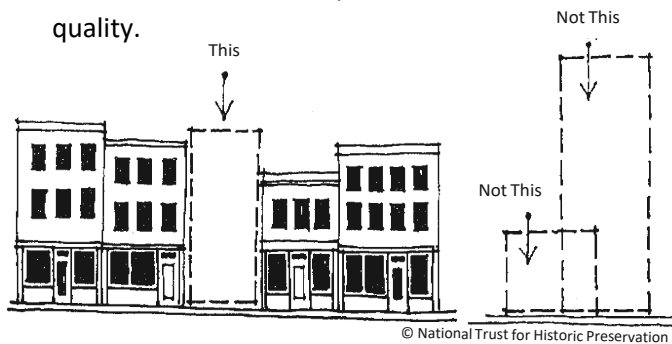


- 6) **OPEN SPACE AND LANDSCAPING.** All open space, recreational amenities, and landscaped areas shall meet the requirements of *Section 7.05 – Landscaping Standards* and *Section 7.13 – Open Space Requirements* unless modified per this subsection, and shall be shown on the Development Plan / Plat.
- a) **Open Space.** Non-residential infill development shall provide common public open space, if planned. An open space credit may be granted if a project is connected to, and located within one-fourth (1/4) mile of, an improved public park or common area by a continuous public sidewalk.
  - b) **Landscaping.** Natural vegetative features and existing trees shall be incorporated into the site design if practicable. Landscaping, buffering, and other plant material requirements may be reduced at the discretion of the Director and approval of the Planning & Zoning Commission. However, the intent of the landscaping to enhance and create a hierarchy of space shall remain. Buffering and screening of incompatible uses shall be maintained.
- 7) **PUBLIC FACILITIES AND UTILITIES.** Existing and planned public facilities should be shown on the Development Plan / Plat.
- a) All public streets, walkways and alleyways shall be shown on the Development Plan / plat. All through streets and walkways shall be public. The local street and walkway system shall be safe, efficient, convenient, attractive and shall accommodate use by all segments of the population.
    - i) The street and walkway system shall provide multiple, direct and continuous intra- and inter-neighborhood connections between destinations.
    - ii) The street network shall include sidewalks on both sides of the street.
- 8) **PARKING.** Flexibility for the number of parking spaces required by *Section 7.02 – Off-Street Parking and Loading* may be considered if the project is pedestrian-oriented and serviced within six-hundred (600) feet by public parking.

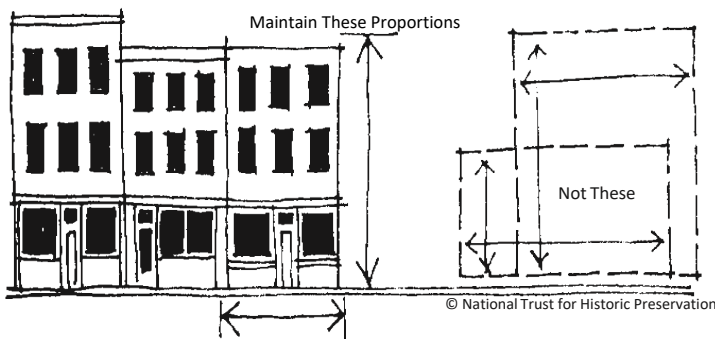
- a) The parking plan may provide a combination of off-street and on-street spaces. On-street parking is encouraged.
- b) Shared parking is encouraged and shall comply with *Subsection 7.02(20)*.
- c) As is practicable, at-grade off-street parking areas should be located at the rear of dwellings in mixed-use or residential areas, with alley access.
- d) Bicycle spaces shall be provided per *Subsection 7.2(23)*.
- e) Infill development on properties zoned CBD shall be exempt from *Section 7.02 – Off-Street Parking and Loading Requirements*.

### Sec. 5.02 – INFILL COMPATIBILITY EXAMPLES

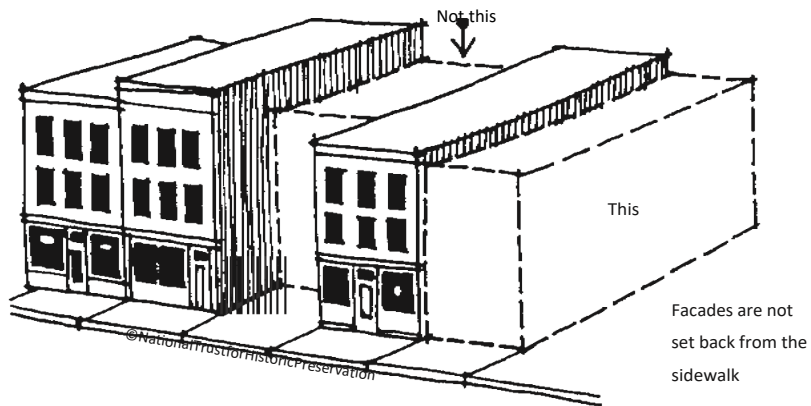
- 1) **HEIGHT.** Buildings in town centers or established neighborhoods share a similar height. Infill construction should respect this. A new facade that is too high or low can interrupt this consistent quality.



- 2) **PROPORTION.** The characteristic proportion (the relationship between height and width) of existing facades should be respected.



- 3) **RELATIONSHIP TO STREET.** The new facade's relationship to the street (setback) should be consistent with that of its neighboring buildings.



- 4) RESIDENTIAL NEIGHBORHOOD COMPATIBILITY. Infill development should be compatible with the established character of the existing neighborhood by utilizing a similar setback and building orientation



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**CHAPTER VI: PLANNED UNIT DEVELOPMENT****Sec. 6.01 – PURPOSE**

- 1) This chapter is intended to permit the creation of Planned Unit Development (PUD) Districts in accordance with Georgia Code. PUD districts are intended for a parcel of land planned as a single unit which allows for mixed uses and mixed densities under one zoning classification. This Ordinance allows any zoning district to be rezoned for the creation of a PUD district. PUD Districts create neighborhoods that can benefit from innovations in community development, provide greater efficiency in public utilities and services, and preserve open space. All Planned Unit Developments shall be served by centralized sewer and water.

**Sec. 6.02 – PUD USES AND STANDARDS**

- 1) **USES.** All land use classifications that are allowed in this Ordinance may be permitted within a PUD, unless otherwise omitted. All uses are subject to the discretion and approval of the City Council. Once uses are approved by the Council, they are granted by right. All land uses proposed in a Planned Unit Development must be compatible with the intent of the Comprehensive Plan and the characteristics of surrounding land uses and zoning districts.
- 2) **STANDARDS.** The development and design standards established in this Ordinance or applicable design guideline documents shall apply unless alternate development or design standards are proposed by the petitioner. The alternate development standards deemed appropriate by the Planning & Zoning Commission in order to accomplish the intent of the Planned Unit Development shall be specified in the PUD District Ordinance that is certified by the Planning & Zoning Commission and adopted by the City Council. Any lessening of the required development and design standards of this Ordinance or applicable design guideline documents shall be directly linked to the intent of the Planned Unit Development to:
  - a) Provide a mixed-use development; or
  - b) Provide a creative and unique design; or
  - c) Address unusual physical conditions on site.

**Sec. 6.03 – PROCEDURE SUMMARY**

- 1) The section establishes procedures for the review, approval and development of a Planned Unit Development District. There are four basic steps in the PUD process which are illustrated in sequence in the flow charts on the following pages and which are described below:
  - a) Pre-Submittal Conference. The applicant is encouraged to engage in informal consultations with the Villa Rica Community Development staff prior to preparing plans. The purpose of this meeting is to discuss expectations, schedule, concept and standards contained herein. It shall be understood that no statement or representations by a member of **either** Staff shall be binding upon either the Council or upon any zoning body.
  - b) PUD District Ordinance and Concept Plan. The PUD District Ordinance and Concept Plan is the second step in the process for establishing a Planned Unit Development. During this step, the

petitioner's proposed development requirements for the Planned Unit Development are reviewed by the Planning & Zoning Commission and the City Council. The approved standards are codified in a PUD District Ordinance that has the effect of rezoning the subject property to a Planned Unit Development zoning district, and establishing the development requirements that will be applied in all subsequent reviews. A Concept Plan which accompanies the ordinance provides the Planning & Zoning Commission and City Council with a general vision for the development of the site.

c) **Plat Approval. The third step in the process is to submit either a Development Plan or a Preliminary Plat.**

i) **Development Plan. Preliminary Plat.** ~~The Detailed Development Plan is the third step in the process. In this step,~~ The applicant prepares an overall plan for the site which will be reviewed by staff, the Technical Advisory Committee ~~and approved by the Planning & Zoning Commission. For a Planned Unit Development that is going to be subdivided, this step also serves as the Preliminary Plat.~~ **A Development Plan should be submitted only for those PUDs that are not proposed to be subdivided further or consists of a mix of commercial/industrial and residential uses.**

ii) **Preliminary Plat.** Submission of a Preliminary Plat, processed in the manner described in this Chapter, and the subsequent submission of a Final Plat for any portion of the approved Preliminary Plat the applicant wishes to develop. The Final Plat submitted according to this option shall be processed in the manner described in this Chapter. **A Preliminary and Final Plat should only be submitted for PUDs that are detached residential single-family as the primary use of all structures.**

d) **Final Plat.** The Final Plat is the final step in establishing a Planned Unit Development. During this step, the petitioner's specific plan for the entire site or a portion of the site is reviewed by the **City Council**. ~~members of the Technical Advisory Committee. For a Planned Unit Development that is going to be subdivided, this step also serves as the Final Plat.~~

~~i) Options:~~

~~(1) Submission of a Preliminary Plat, processed in the manner described in this Chapter, and the subsequent submission of a Final Plat for any portion of the approved Preliminary Plat the applicant wishes to develop. The Final Plat submitted according to this option shall be processed in the manner described in this Chapter.~~

~~(2) Submission of a Final Plat without a Preliminary Plat, processed in the manner described in this Chapter.~~

#### Sec. 6.04 – PRE-SUBMITTAL CONFERENCE

- 1) Prior to submitting a Planned Unit Development application, the petitioner shall meet with the Villa Rica Community Development staff to review the zoning classification of the site, review the regulatory ordinances and materials, review the procedures and examine the proposed use and development of the property. Department staff shall aid and advise the applicant in preparing the application and supportive documents as necessary.

**Sec. 6.05 – PUD DISTRICT ORDINANCE AND CONCEPT PLAN**

- 1) ORIGATION OF PROPOSALS.** Any applicant may propose a Planned Unit Development district in accordance with the procedures established in this chapter. The applicant shall submit an application and fee for a Planned Unit Development in accordance with this section, *Section 6.03 –Procedure Summary*, and the established procedure of the Community Development department. The applicant shall refer to the application packet to determine the format and number of copies of the plans to be delivered.
- 2) AREA REQUIREMENTS.** The minimum land area required for a Planned Unit Development shall be five (5) acres. However, a development of less than five (5) acres may be considered by the Planning & Zoning Commission for infill projects.
- 3) PROJECT OWNERSHIP.** The project may be owned, leased, or controlled either by a single person or corporation, or by a group of individuals, or homeowner’s association. Such ownership may be a public or private corporation. However, if not under single ownership, the multiple owners must have a contractual agreement (1) not to develop the parcels separately, but in accordance with a single, unified plan, and (2) in which the separate owners have given their express intentions to enter into such private agreements and to assure its completion as planned and to the satisfaction of the Planning & Zoning Commission. The City Council may grant an extension of such time for such a period as it deems in the public interest.
- 4) DEVELOPMENT STANDARDS.** In addition to the applicable provisions of this Ordinance, the PUD Ordinance must comply with the following requirements unless specifically waived by the Planning & Zoning Commission:
  - a) The Planned Unit Development must be substantially completed within the period of time specified in the schedule of development submitted by the developer.
  - b) The Planned Unit Development will address the public health, safety, and general welfare.
  - c) All uses are subject to the discretion and approval of the City Council.
  - d) The PUD Ordinance shall address the impact on traffic and public services and facilities, such as schools, fire and police protection. A Fiscal Impact Analysis shall be required for developments of one-hundred fifty (150) or more residential units. The Planning & Zoning Commission may also request a Fiscal Impact Analysis or a traffic study for projects under one-hundred fifty (150) units at their discretion. These studies shall address the impact of the proposed Planned Unit Development on all adjacent streets and intersections.
  - e) The PUD Ordinance shall contain such proposed covenants, easements and other provisions relating to the proposed development standards, as reasonably are required for public health, safety and general welfare.
  - f) Gross residential density shall be calculated by dividing the gross acreage of the total development area by the size of the recommended lots to determine total dwelling units per acre in the proposed project.
  - g) Open Space shall be required in accordance with *Section 7.13 –Open Space Requirements*.



**5) PUD ORDINANCE REQUIREMENTS**

- a) The PUD Ordinance shall address all of the development standards contained within, and may defer to, the City of Villa Rica Zoning Ordinance. At a minimum, the following requirements should be addressed:

- |                                                            |                                                                |
|------------------------------------------------------------|----------------------------------------------------------------|
| i) Location, size, orientation and shape of buildings;     | xi) Outdoor lighting;                                          |
| ii) Building materials and appurtenances;                  | xii) Minimum lot area;                                         |
| iii) Parking;                                              | xiii) Minimum lot frontage;                                    |
| iv) Signage;                                               | xiv) Minimum lot width;                                        |
| v) Exterior renovation or altering of existing structures; | xv) Minimum front setback;                                     |
| vi) Demolition of existing structures;                     | xvi) Minimum side setback;                                     |
| vii) Landscaping;                                          | xvii) Minimum rear setback;                                    |
| viii) Environmental and natural resource protection;       | xviii) Maximum height of structures (principal and accessory); |
| ix) Erosion and sedimentation control;                     | xix) Maximum lot coverage;                                     |
| x) Vehicular and pedestrian circulation;                   | xx) Minimum floor area;                                        |
|                                                            | xxi) Site access;                                              |
|                                                            | xxii) Site screening and buffering;                            |
|                                                            | xxiii) Location of dumpsters; and                              |
|                                                            | xxiv) Location of open spaces.                                 |

- b) **Should the PUD ordinance not address specific development standards and subsections as set forth within Section 7 and Section 9 of this chapter, then those standards shall apply.**

**6) REVIEW**

- a) The Community Development department shall determine that the PUD District Ordinance and Concept Plan application are a complete submittal. The Department shall:
- i) Docket Number. Assign the item a docket number;
  - ii) Planning & Zoning Commission. Place the item on an agenda of the Planning & Zoning Commission for public hearing; and
  - iii) Notification. Inform the petitioner of the time, date, and place of the hearing.
  - iv) Record. The Department shall maintain records of all applications, plans, and permits filed for a PUD District Ordinance and Concept Plan.

**7) PLANNING & ZONING COMMISSION**

- a) **Public Notice.** The Community Development department shall be responsible for posting public notice pursuant to the Planning & Zoning Commission Rules of Procedure.
- b) **Public Hearing.** A public hearing shall be held in accordance with the Planning & Zoning Commission Rules of Procedure and the Ordinance draft, concept plan and testimony of the applicant and other attendees shall be considered.

- c) Decision. The Planning & Zoning Commission shall:
  - i) Certify and forward the petition to the City Council with:
    - (1) A favorable recommendation;
    - (2) A negative recommendation;
    - (3) No recommendation; or
    - (4) Continue the petition to a definite future meeting date.
- d) Commitments. In conjunction with its recommendation to the City Council regarding a PUD District Ordinance and Concept Plan, the Planning & Zoning Commission may recommend that the City Council permit the petitioner to make written commitments and may recommend that the Council impose conditions of approval concerning the use or development of the parcel.
- e) Revisions. Following Planning & Zoning Commission approval, the petitioner ~~shall~~ **may** submit revised copies of the PUD District Ordinance and the Concept Plan that address the comments and concerns of the Planning & Zoning Commission.

## **8) CITY COUNCIL**

- a) Decision. The City Council shall:
    - i) Adopt the PUD District Ordinance and Concept Plan;
    - ii) Adopt the PUD District Ordinance and Concept Plan with conditions and/or commitments;
    - iii) Return the PUD District Ordinance and Concept Plan to the Planning & Zoning Commission with proposed amendments; or
    - iv) Deny the PUD District Ordinance and Concept Plan.
  - b) Meaning of Approval. Approval of the PUD District Ordinance by the City Council shall act as a zoning map amendment and an overall guide for the Planned Unit Development, setting forth concepts that shall be consistent in the Preliminary Plat (preliminary plat) and Final Plat (final plat).
  - c) Commitments. The applicant shall prepare the commitment instrument in a form approved by the City Attorney. The petitioner and the Mayor and City Council shall sign the commitment instrument.
- 9) Recording**. The petitioner shall record the commitment instrument in the County Recorder's office within thirty (30) days of the approval of the PUD District Ordinance and Concept Plan. The petitioner shall deliver a copy of the recorded commitment instrument to the Community Development department before filing a Preliminary Plat petition.
- 10) Modification or Termination**. A commitment or conditions of approval made under this section may be modified or terminated only by a decision of the City Council at a public hearing.
- 11) Enforcement**. The City may enforce any commitment or condition of approval as if the commitment were a standard of the Villa Rica Zoning Ordinance.

## **Sec. 6.06 – PRELIMINARY PLAT PROCEDURE**

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- 1) **PURPOSE.** The purpose of a **Preliminary Plat or** Detailed Development Plan is to divide land into lots, blocks and common area.
- 2) **APPLICATION.** An application for Preliminary Plat shall be filed with the Secretary of the Planning & Zoning Commission by the owner, or his/her designee, of property for which the Planned Unit Development is proposed. The applicant shall refer to the application packet to determine the format and number of copies of the plans to be delivered and the application shall be in accordance with the established procedures of the Community Development department and shall contain, at a minimum, the following information:
  - a) Name, address, and phone number of applicant;
  - b) Name, address, and phone number of registered surveyor or registered engineer assisting in the preparation of the Preliminary Plat;
  - c) A survey of the tract that is to be developed;
  - d) Description of existing use;
  - e) Identification of the existing zoning district;
  - f) A vicinity map at a scale approved by the **Technical Advisory Committee Planning & Zoning Commission**, showing existing property lines, streets, existing and proposed zoning, and such other items as the **Technical Advisory Committee Planning & Zoning Commission** may require to show the relationship of the Planned Unit Development to the Comprehensive Plan and to existing developments, schools and other community facilities and services;
  - g) A Preliminary Plat **or Development Plan** at a scale approved by the **Technical Advisory Committee Planning & Zoning Commission** showing topography at two (2) foot intervals; the approximate location and type of residential, commercial and industrial land uses; layout, dimensions, and names of existing and proposed streets, rights-of-way, utility easements, parks and open spaces; layout and dimensions of lots and building setback lines, areas of proposed buffering; preliminary improvement drawings showing: points of ingress/egress, water, sewer, drainage, electricity, telephone, and such other characteristics as the Planning & Zoning Commission deems necessary;
  - h) Proposed schedule for the development of the site, identifying phasing where applicable;
  - i) Evidence that the applicant has sufficient control over the land in question to initiate the proposed development plan within five (5) years; including a statement of all the ownership and beneficial interests in the tract of land and the proposed development;
  - j) In the case of a residential planned unit development, the proposed density to which the Development shall be limited; and
  - k) In the case of office, commercial, industrial, or mixed-use planned unit development, a statement identifying the principal type of office, business, industrial, and/or other uses that are to be included in the proposed development.
- 3) **TECHNICAL ADVISORY COMMITTEE.** Once the Department has determined that it has received a submittal that is sufficiently complete for Technical Advisory Committee (TAC) review, the Department shall inform the petitioner of the time, date, and place of the meeting. Following TAC review, the applicant shall submit revised copies of the plans that address the comments and concerns of the TAC. ~~The Department shall inform the petitioner of the time, date, and place of the~~

~~Planning & Zoning Commission meeting. The public hearing procedures shall be as established in the Villa Rica Planning & Zoning Commission Rules of Procedure.~~

4) **NOTICE**

~~a) —Notice of Public Hearing. The notice of public hearing shall occur as established in O.C.G.A. § 36-36-36 et seq. As a minimum, the secretary shall, at least ten (10) days prior to the date set for the public hearing at the applicant's expense, publish a notice one (1) time in the City's Legal Organ. The notice shall set forth the time and place of the public hearing and a general description of the Planned Unit Development.~~

5) **~~PUBLIC HEARING/PLANNING & ZONING COMMISSION~~ TECHNICAL ADVISORY COMMITTEE REVIEW AND APPROVAL**

- a) After receipt of the Preliminary Plat **or Development Plan**, the Planning & Zoning Commission shall hold a public hearing within a reasonable period of time.
  - b) The ~~Planning & Zoning Commission~~ **Technical Advisory Committee** shall review the ~~preliminary~~ plan to determine if the Proposed Planned Unit Development is:
    - i) Consistent with the intent and purpose of this Ordinance;
    - ii) Whether the proposed development advances the general welfare of the community and neighborhood; and
    - iii) Whether the benefits, combination of various land uses, and the interrelationship with the land uses in the surrounding area justify the deviation from standard district regulations.
  - c) The ~~Planning & Zoning Commission's~~ **Technical Advisory Committee** approval in principle of the primary development shall be necessary before an applicant may submit a Final Plat.
  - d) Approval in principle shall not be construed to endorse the following:
    - i) A precise location of uses;
    - ii) Configuration of parcels;
    - iii) Engineering feasibility.
- 6) **EXPIRATION.** The Preliminary Plat/**Development Plan** approval shall expire in five (5) years unless final approval of all or part of the development is complete.

**Sec. 6.07 – FINAL PLAT**

- 1) **PURPOSE.** The purpose of a Final Plat is to provide the details for the construction of individual portions of the PUD. Typical construction plans are submitted and final plats are recorded.
- 2) **SUBMISSION.** After approval of the Preliminary Plat/**Development Plan**, the developer shall submit a Final Plat in accordance with established procedures of the Community Development department. The Final Plat shall be in general conformance with the Preliminary Plat/**Development Plan** as approved by the City Council. The Final Plat shall be certified by a registered engineer or land surveyor.
- 3) **APPLICATION.** An application for approval of the Final Plat shall be filed with the Secretary of the Planning & Zoning Commission by all owners, or their designee, of the property for which the Planned Unit Development is proposed. Each application shall be signed by the owner, attesting to the truth and exactness of all information supplied on the application for Final Plat. Approval shall



expire and may be revoked if construction on the project has not begun within two (2) years from the date of issuance of the approval and such requirement shall be clearly stated on the application. At a minimum, the application shall contain the following information:

- a) Any changes necessary to the survey of the proposed development site, showing the dimensions and bearing of the property lines, area in acres, topography, existing features of the development site, including major wooded areas, structures, streets, easements, utility lines and land uses;
- b) All information required on the Preliminary Plat, the location and sizes of lots, location and proposed density of dwelling units, nonresidential building intensity, and land use considered suitable for adjacent properties;
- c) A schedule for the development of units to be constructed in progression and a description of the design principles for buildings and streetscapes, tabulation of the number of acres in the proposed project for various uses, the number of housing units proposed by the type, estimated residential population by type housing. Estimated nonresidential population, anticipated timing for each unit, and standards for height, open space, building density, parking areas, population density and public improvements proposed for each unit of the development, whenever the applicant proposes an exception from standard zoning districts or other Ordinances governing development;
- d) Engineering feasibility studies and plans showing, as necessary, water, sewer, drainage, electricity, and telephone, waste disposal facilities, street improvements, and nature and extent of earth work required for site preparation and development;
- e) Development plan, showing buildings, various functional use areas, circulation, and their relationship;
- f) Preliminary building plans, including floor plans and exterior elevations; Landscaping plans;
- g) When a Planned Unit Development is to be constructed in stages or units, a schedule for the development of such stages or units shall be submitted. When a Planned Unit Development provides for common open space, the total area of common open space provided at any stage of development shall, at a minimum, bear the same relationship to the total open space to be provided in the entire Planned Unit Development as the stages or units completed or under development bear to the entire Planned Unit Development;
- h) A traffic impact study to determine the off-site impacts on the existing thoroughfare system;
- i) When a Planned Unit Development includes provisions for common open space or recreational facilities, a statement describing the provision that shall be made for the care and maintenance of such open space or recreational facilities. If it is proposed that such open space be owned and/or maintained by any entity other than a governmental authority, copies of the proposed Chapters of incorporation and bylaws of such entity shall be submitted;
- j) Deed restrictions, and restrictive/protective covenants, and other legal statements or devises to be used to control the use, development and maintenance of the land, and the improvements thereon, including those areas which are to be commonly owned and maintained;

- k) Evidence that the applicant has sufficient control over the land in question to initiate the proposed development plan within five (5) years; including a statement of all the ownership and beneficial interests in the tract of land and the proposed development; and
- l) One (1) copy of the Preliminary Plat/Development Plan.

4) REVIEW

- a) Review. The Technical Advisory Committee shall review Final Plats at a regular meeting. This shall not be a public hearing.
- b) ~~TAC Review Criteria~~. **City Council Review Criteria**. Before taking action, ~~TAC~~ **City Council** shall find that the facts submitted with the application and presented at the public hearing establish that:
  - i) The proposed development can be initiated within two (2) years of the date of approval;
  - ii) Each individual unit of the development, as well as the total development, can exist as an independent unit capable of creating an environment of sustained desirability and stability or that adequate assurance will be provided that such objective will be attained, the uses proposed will not be detrimental to present and potential surrounding uses, but will have a trespass
  - iii) Beneficial effect which could not be achieved under standard district regulations;
  - iv) The streets as proposed are suitable and adequate to carry anticipated traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the Planned Unit Development;
  - v) Any proposed commercial development can be justified at the locations proposed;
  - vi) Any exception from standard district requirements is warranted by the design and other amenities incorporated in the Final Plat, in accordance with the Planned Unit Development;
  - vii) The area surrounding the development can be planned and zoned in coordination and substantial compatibility with the proposed development;
  - viii) The Planned Unit Development is in general conformance with the Comprehensive Plan of the City;
  - ix) The existing and proposed utility services are adequate for the commercial uses provided; and
  - x) The proposed open spaces are adequate and appropriate as identified in this Chapter.
- c) Action.
  - i) The ~~Technical Advisory Committee~~ **City Council** shall take action to:
    - (1) approve as presented;
    - (2) approve with supplementary conditions; or
    - (3) disapprove at a public hearing.
  - ii) Following ~~Technical Advisory Committee~~ **City Council** review, the applicant shall submit revised copies of the plans that address the comments and concerns of the **City Council** ~~Technical Advisory Committee~~. The applicant shall refer to the application packet to determine the format and number of copies of the plans to be delivered.

- 5) APPEAL OF A DECISION OF THE DIRECTOR OF THE COMMUNITY DEVELOPMENT DEPARTMENT. The decision of the Community Development Director can be appealed by the Villa Rica City Council in accordance with *Section. 11.11 - Administrative Appeals Procedure*.
- 6) COMMERCIAL PROJECTS. For a Planned Unit Development that is being subdivided, approval of the Final Plat shall be considered to be the Secondary Plat for recording purposes. Subdivision plat procedures/approval may coincide with, and be approved at the same time as, the Preliminary Plat/Development Plan and the Final Plat.
- 7) COMMENCEMENT OF CONSTRUCTION. No construction or site grading shall begin prior to the issuance of a Land Disturbance Permit. No Zoning Certificate shall be issued for any property for which a Planned Unit Development classification is requested and no construction shall begin until an approved Final Plat is in effect for that phase or property, whichever of the above options is chosen by the applicant. No improvement location permit shall be issued for any structure in any portion of a Planned Unit Development unless and until the final subdivision plat for that portion has been approved by the proper planning authority and recorded in the public record of the City. This requirement may be waived by the Director when it is deemed that a subdivision plat is not required.

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**Sec. 6.08 – ALTERNATIVE SUBMISSION FOR FINAL PLAT**

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- ~~1) APPLICATION. The applicant need not file a Preliminary Plat if filing a Final Plat for the entire site, incorporating all requirements of both the Preliminary and Final Plats as described in this Section. The Final Plat shall be filed with the Secretary of the Planning & Zoning Commission by at least one (1) owner, or his/her designee, of the property for which the Planned Unit Development is proposed. Each application shall be signed by the owner, attesting to the truth and exactness of all information supplied on the application for Final Plat, and submitted to the Planning & Zoning Commission for public hearing. At a minimum, the application shall contain the following information:~~
- ~~a) A survey of the tract that is to be developed showing existing features of the property including streets, alleys, easements, utility lines, existing land use, general topography and physical features;~~
  - ~~b) A development plan showing the location and arrangement of all existing and proposed structures, the proposed traffic circulation pattern within the development, the areas to be developed for parking, the points of ingress and egress including streets where required the relationship of abutting land uses and zoning districts, proposed lots and blocks, if any, and proposed public or common open space, if any, including parks, playgrounds, school sites and recreational facilities, screening, and areas to be left in their natural state;~~
  - ~~c) A statement of the proposed total gross floor area, and the percentage of the development which is to be occupied by structures;~~
  - ~~d) Floor plans of the proposed structures; Landscaping plans;~~
  - ~~e) When a Planned Unit Development is to be constructed in stages or units, a schedule for the development of such stages or units shall be submitted. When a Planned Unit Development provides for common open space, the total area of common open space provided at any stage of development shall, at a minimum, bear the same relationship to the total open space to be provided in the entire Planned Unit Development as the stages or units completed or under development bear to the entire Planned Unit Development;~~

- ~~f) — Evidence that the applicant has sufficient control over the tract to affect the proposed plan, including a statement of all the ownership and beneficial interests in the tract of land and the proposed Development;~~
  - ~~g) — In the case of a residential planned unit development, the proposed density to which the Development shall be limited;~~
  - ~~h) — In the case of Office, Commercial, or Industrial, a statement identifying the principal type of office, business and/or industrial uses that are to be included in the proposed Development;~~
  - ~~i) — When a Planned Unit Development includes provisions for common open space or recreational facilities, a statement describing the provision that is to be made for the care and maintenance of such open space or recreational facilities. If it is proposed that such open space be owned and/or maintained by any entity other than a governmental authority, copies of the proposed Chapters of incorporation and bylaws of such entity shall be submitted; and~~
  - ~~j) — Copies of any restrictive covenants that are to be recorded with respect to property included in the Planned Development District.~~
- ~~2) — EXPIRATION. Approval shall expire and may be revoked if construction on the project has not begun within two (2) years from the date of issuance of the approval and such requirement shall be clearly stated on the application.~~

#### **Sec. 6.08– ANENDMENTS TO THE CONCEPT PLAN AND FINAL PLAT**

- 1) No changes shall be made in the approved Concept Plan or plats unless in conformance with the following requirements. The term "minor changes" as used in this section is considered to represent changes that do not alter the overall characteristics of the total plan and that create no adverse impacts on adjacent uses or public services and facilities. Some examples of what can be considered as minor changes are:**
- a) Minor Change. The Community Development Director may authorize minor changes under the following conditions:**
    - i) Changes in location and type of landscaping and/or screening so long as the approved character and intent is maintained;**
    - ii) Changes in the orientation of portions of parking areas so long as the effectiveness of the overall site circulation and parking is maintained; parking areas shall be relocated not closer than twenty (20) feet to any residential structure or ten (10) feet to any street or right-of-way lines; and the number of parking spaces shall not be reduced by the relocation;**
    - iii) Changes in the location of sidewalks and pathways, provided that continuity of pedestrian circulation remains;**
    - iv) The reorientation, but not complete relocation of structures;**
    - v) Changes that will not impact properties or uses outside of and adjacent to the PD; or**
    - vi) Redesign of open space that does not decrease the recreational, buffering, or environmental benefits of the open space.**
  - b) Prohibitions. No minor change authorized by this section may cause any of the following:**
    - i) Change in the permitted uses or of development character;**
    - ii) increased overall coverage of structures;**
    - iii) increased density or intensity of use;**
    - iv) increased demand for traffic circulation and public utilities;**
    - v) decrease in public or private open space;**



- vi) decrease in pavement and sidewalk widths; or
  - vii) increased numbers of dwellings.
- 2) **Major Change.** All other changes to the approved Concept Plan or plats shall be deemed "major" and shall be approved only by the Council after review of a revised Final Development Plan and/or Map. No amendments may be made in the approved Final Development Plan unless the applicant establishes that such amendments are required as a result of:
- a) changes in conditions that occurred after Final Development Plan approval;
  - b) changes in the development policy of the community; or
  - c) conditions that were reasonably unforeseen at the time of Final Development Plan approval.
- 3) **Recording of Changes and Amendments.** Any changes that are approved for the Final Development Plan and/or Final Plat shall be recorded as amendments to the previously recorded Plan and/or Map.

#### **Sec. 6.09– TIME LIMIT FOR APPROVED PUD MASTER PLAN**

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- 1) In the event that a PUD Master Plan is given approval, and the landowner(s):
  - a) Fail to obtain approval for improvement plans or a development order for all infrastructure improvements to include utilities, roads and similar improvements required by the approved PUD Master Plan or other development orders for at least fifteen (15 %) percent of the gross land area of the PUD site every five (5) years of the date of approval by the Villa Rica City Council; and/or
  - b) Fail to receive final local development orders for at least fifteen (15%) percent of the total number of approved dwelling units in the PUD, or in the case of PUD's consisting of non-residential uses, thirty (30%) percent of the total approved gross leasable floor area within the PUD every six (6) years of the date of approval by the City Council.
- 2) The project developer shall submit to the Community Development Director a status report on the progress of development annually commencing on the fifth anniversary date of the PUD approval by the City Council. The singular purpose of the report will be to evaluate whether or not the project has commenced in earnest in accordance with the criteria set forth above.
- 3) Should the Director determine that the development has commenced in earnest, then upon review and consideration of the report provided by the owner and any supplemental information that may be provided, the City Council shall elect one of the following:
  - a) To extend the current PUD approval for a maximum period of two (2) years; at the end of which time, the owner will again submit to the procedure as defined herein.
  - b) Require the owner to submit an amended PUD in which the unimproved portions of the original PUD shall be consistent with the Comprehensive Plan. The existing PUD shall remain in effect until subsequent action by the Council of the submitted amendment of the PUD.
  - c) If the owner fails to submit an amended PUD within six (6) months of Council action to require such an amended submittal, then the Council may initiate proceedings to rezone the unimproved portions of the original PUD to an appropriate zoning classification consistent with the procedures in *Section 11.05 – Zoning Map and Text Amendments*.

#### **Sec. 6.10 – PUD ABANDONMENT**

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- 1) In the event of the abandonment of a Planned Unit Development authorized under this section, the City Council may initiate an amendment to the Zoning Ordinance so that the land will be

zoned into a category or categories which approximates its existing use or such other zoning category or categories which it deems appropriate.

- 2) Abandonment shall be deemed to have occurred when no improvements have been made pursuant to the approved Final Plat for twenty-four (24) consecutive months.
  - a. The twenty-four (24) month time limitation may be extended at the discretion of the City Council.

Figure 6.1: PUD Process Summary Flow Chart

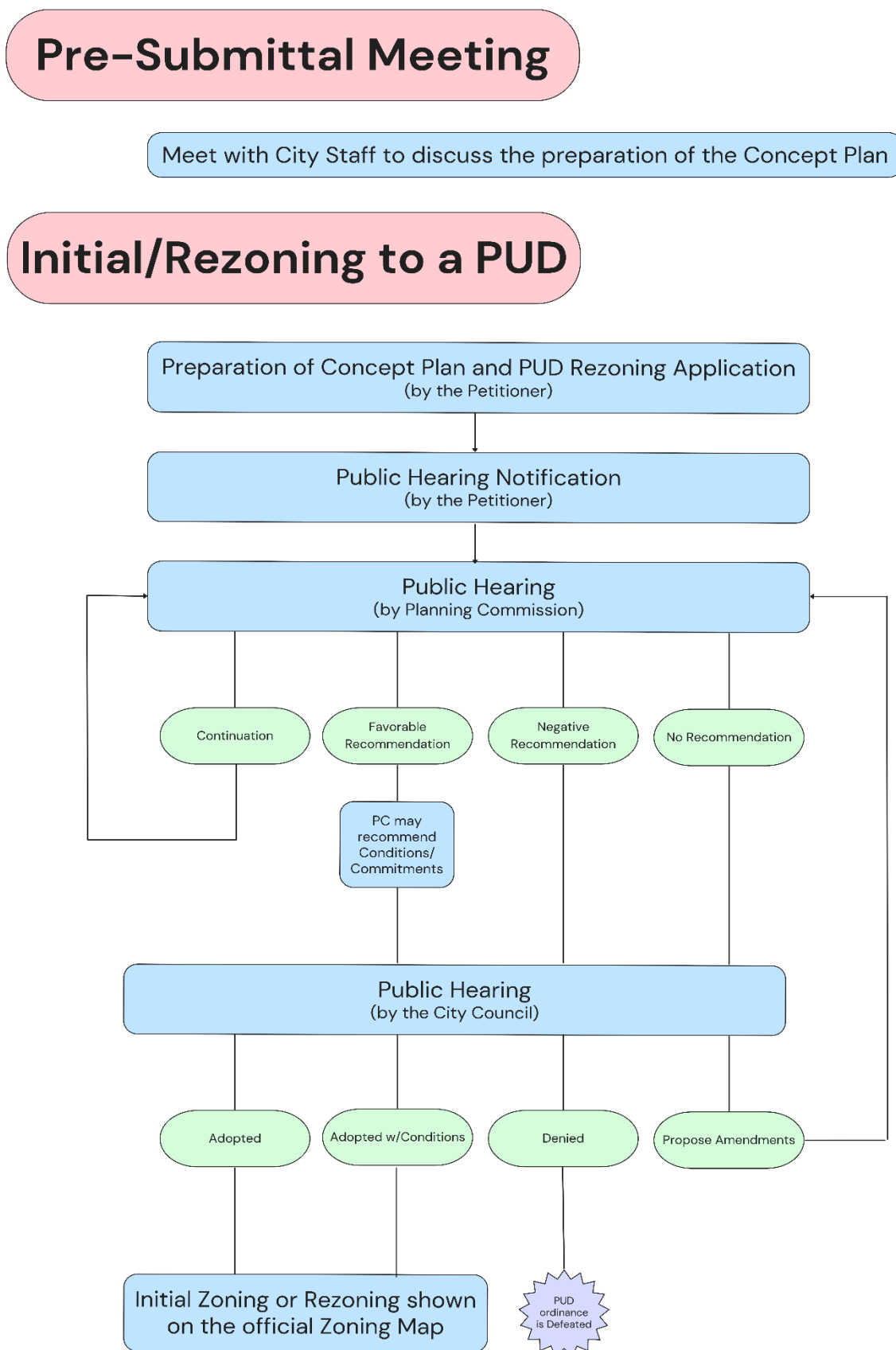
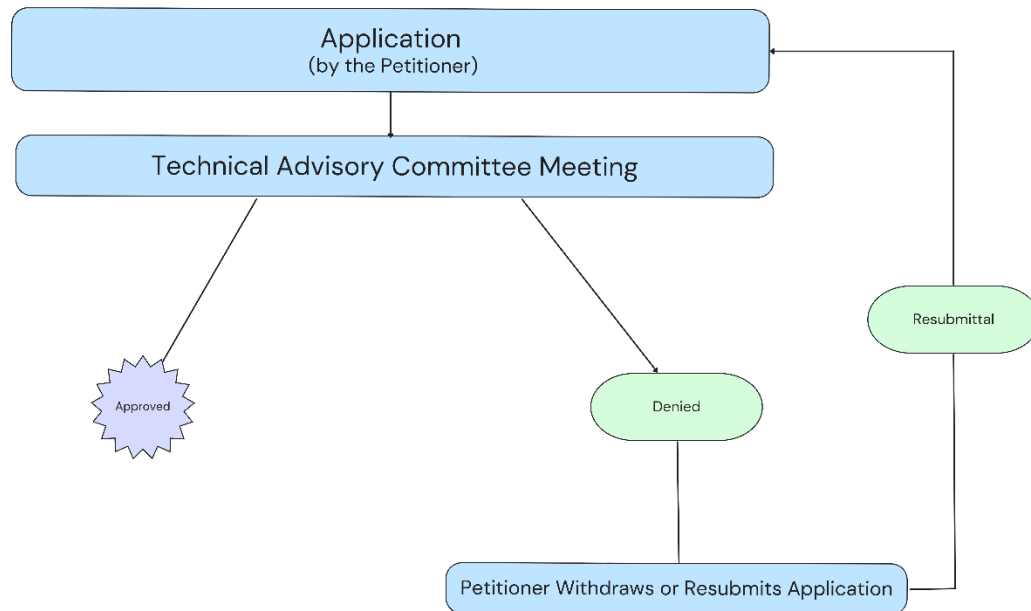
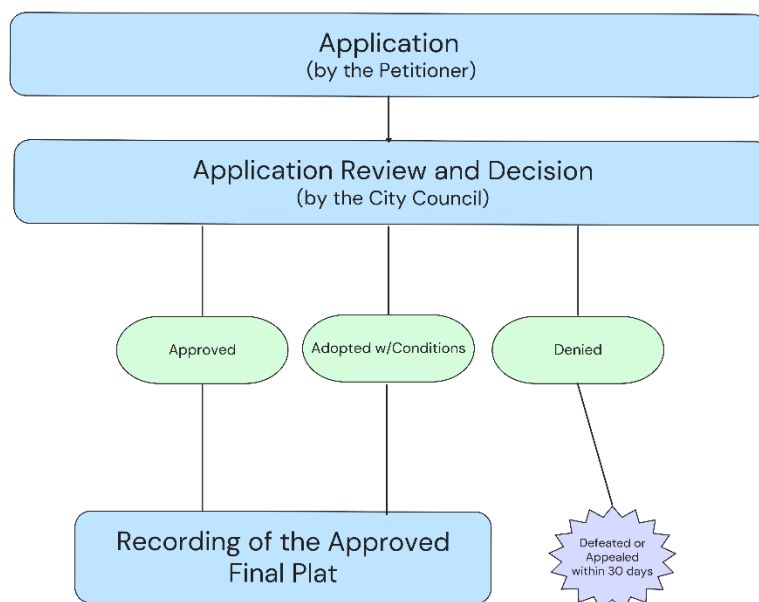


Figure 6.2: Preliminary/Final Plat Flow Chart

## Preliminary Plat/Development Plan Process



## Final Plat Process





**CHAPTER VII – DEVELOPMENT STANDARDS****Sec. 7.01 – INTRODUCTION AND APPLICATION**

- 1) INTRODUCTION. All structures, land uses, land use changes, structural alterations, structural relocations, structural additions, and structural enlargements of legally conforming uses that are constructed, created, established, or occur after the effective date of this Ordinance (except as may otherwise be provided within this Ordinance) shall be subject to all Development Standards and regulations applicable to the zoning district in which they are located. All development plans approved prior to the effective date of this Ordinance shall adhere to the terms and conditions of approval and/or written commitments made under the zoning ordinance that was in place at the time of filing.
  - a) All changes of use proposed within existing structures on developed parcels shall be exempt from all development regulations within this ordinance except parking requirements.
  - b) All changes of use proposed within new structures or structures expanded beyond 35% of the existing structure's square footage on developed parcels shall be subject to all applicable regulations within this ordinance as set forth herein.
  - c) All changes of use proposed within existing buildings, new buildings, or buildings expanded beyond thirty-five percent (35%) of the existing structure's square footage, and located on underdeveloped or undeveloped lots shall be subject to all applicable regulations within this ordinance as set forth herein.
- 2) REQUIREMENTS FOR USES PERMITTED BY SPECIAL EXCEPTION. Any use which is permitted by Special Exception shall be consistent with the standards for the zoning district in which the use is permitted by this Ordinance. The City Council may adopt conditions of approval for any use permitted by Special Exception.
- 3) USES PERMITTED PER LOT. Only one principal use (whether a permitted or Special Exception use) of a lot shall be permitted. All other uses occurring on a lot shall be accessory to or a subordinate component of the principal use. For properties proposed to include a mix of uses or platted under the horizontal property regime, several compatible principal uses sharing a structure/structures may be considered collectively as the principal use. This shall apply to uses including and similar to shopping centers, retail and residential contained within the same structure, or residential condominiums.

**Sec. 7.02 – OFF-STREET PARKING AND LOADING**

- 1) PURPOSE. The purpose of this section is to provide adequate and appropriate areas for the size, location and construction of off-street parking areas and loading areas for new or converted uses within the City. Refer to *Section 7.03 – Entrance/Drive Standards* for parking lot entrance drive standards.
- 2) GENERAL REQUIREMENTS
  - a) Any building, structure or use of land, when erected or enlarged, shall provide for off-street parking spaces for automobiles in accordance with the following provisions of this section. A parking plan shall be required for all uses except single- and two-family dwellings (ADU). The

parking plan shall be submitted to the City as part of the Development Plan Review process. The plan shall show the boundaries of the property, parking spaces, access driveways, circulation patterns, drainage and construction plans, illumination, boundary walls, fences and screening, as appropriate.

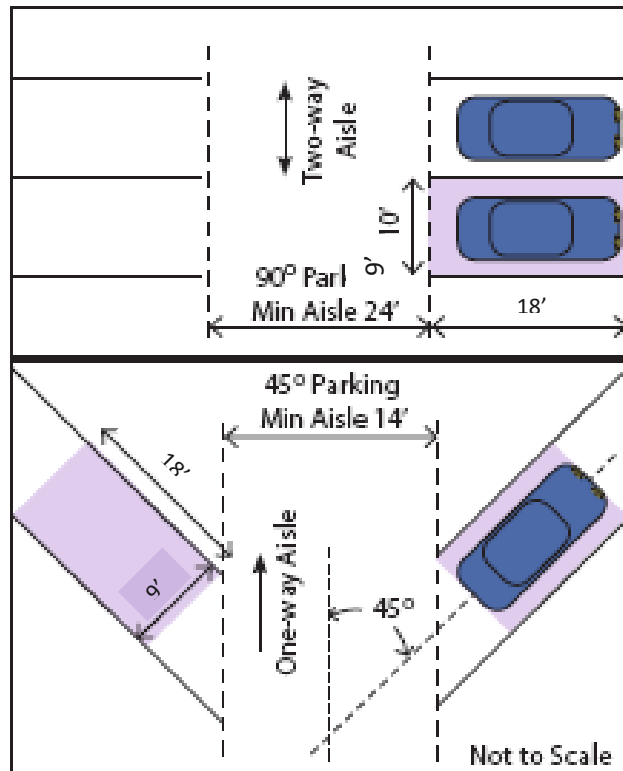
- b) Whenever a building or use constructed or established after the effective date of this Zoning Ordinance is changed in use or enlarged in floor area, number of employees, number of dwelling units, seating capacity or otherwise to create a need for an increase of ten percent (10%) or more in the number of existing parking spaces, such spaces shall be provided on the basis of the enlargement or change.
  - c) Whenever a building or use existing prior to the effective date of this Ordinance is enlarged to the extent of thirty-five percent (35%) or more in floor area or in the area used, such building or use shall then comply with the parking requirements set forth herein.
- 3) REVIEW PRIOR TO ISSUANCE OF IMPROVEMENT LOCATION PERMIT. Any proposed new development or conversion for which a Land Disturbance Permit (LDP) is required as specified in *Chapter XI: Petitions, Permits, and Procedures* shall be reviewed for conformance to the requirements of this chapter.
- 4) DESIGN STANDARDS. All off-street parking facilities shall be in accordance with the following standards and specifications:
- a) DESIGN AND CONSTRUCTION OF PARKING AREAS. The following standards shall apply to the design of off-street parking areas as they are required in this section for all new or converted multifamily, commercial, industrial or quasi-public uses:
    - i) Minimum Size and Maneuvering Space. The minimum size of a parking space shall be as shown on *Table 7.1: Parking Dimensions* and *Figure 7.2: Parking Aisle and Space Dimensions*. In no instance shall the overhang of a vehicle be considered as part of the required parking space area. Minimum dimensions for semi tractor-trailer parking at truck stops shall be 12.5' x 65'.
    - (1) All parking spaces shall be provided with adequate maneuvering space into which vehicles can back for the purpose of exiting the parking space.
    - (2) Proximity. The parking spaces for dwelling units shall be located on the lot.
    - (3) Location. Off-street parking spaces may be located in front of a structure, but not within the required landscape buffer or utility and drainage easements, unless approved by the Planning & Zoning Commission.
  - (4) Setbacks. In no case shall a parking area be located closer than ten (10) feet from any right-of-way or adjacent property line. Parking areas shall be separated by a

| Table 7.1: Parking Dimensions |                            |         |                         |
|-------------------------------|----------------------------|---------|-------------------------|
| Angle of Parking              | Minimum Parking Space Size |         | Minimum Aisle Width     |
|                               | Width                      | Length  |                         |
| Parallel                      | 8 feet                     | 22 feet | on-street               |
| 90 Degree                     | 9 feet                     | 18 feet | 24 feet (two-way aisle) |
| 60 Degree                     | 9 feet                     | 18 feet | 18 feet (one-way aisle) |
| 45 Degree                     | 9 feet                     | 18 feet | 14 feet (one-way aisle) |
| Disabled                      | (refer to ADA guidelines)  |         |                         |

minimum of five (5) feet from the façade of a building or structure by an elevated sidewalk or planting strip.

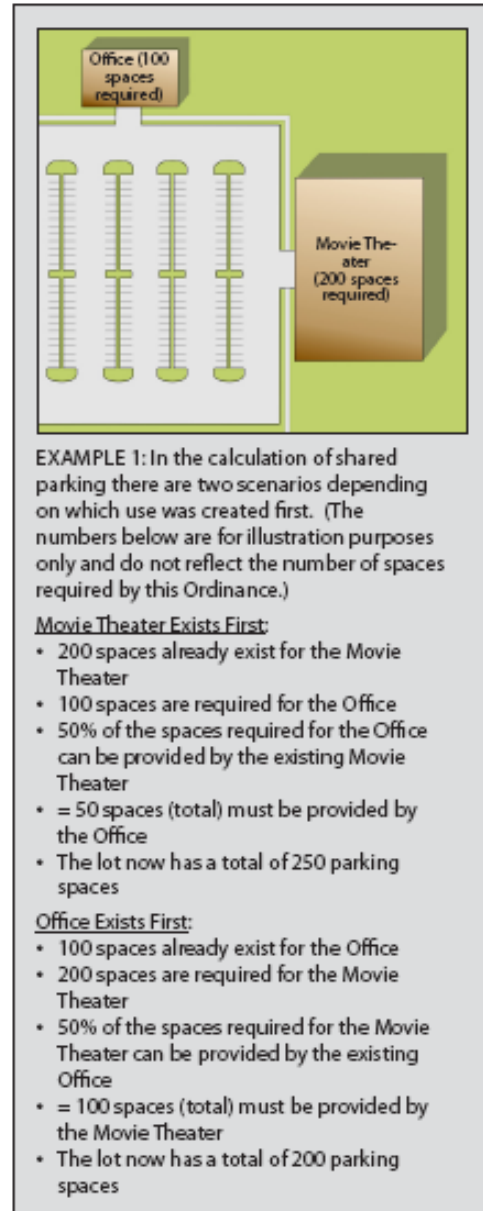
- b) DESIGN AND CONSTRUCTION OF THE PARKING LOT ENTRANCE DRIVE. Refer to *Section 7.03 – Entrance/Drive Standards.*
  - c) PARKING LAYOUT. In addition to the minimum requirements, a maximum of fifty (50) percent of the required parking shall be located between the front facade and the primary street. The balance of the parking shall be on the rear or side of the primary building.
- 5) **PAVING AND DRAINAGE.** All parking areas, regardless of size, shall be a hard, dust-free surface. Pavement type and thickness shall be reviewed by the City Engineer prior to Planning & Zoning Commission approval, taking into consideration soil conditions and traffic loading. Porous pavement and pavers may also be used if approved by the Technical Advisory Committee or the Community Development Director. Pavers shall include durable materials, suitable for parking such as cobblestones, brick, concrete formed blocks or cut stone, the system of which is specifically installed and designed for vehicular loads.
  - 6) **EXCEPTIONS.** Loose paving materials, including gravel, may be used on lots of five (5) acres or more with primarily agricultural uses, as approved by the City Engineer, or for other uses by Special Exception by the Villa Rica City Council.
  - 7) **STORMWATER MANAGEMENT.** Stormwater runoff created as a result of the improvements to the parking area shall be controlled in such a manner so as to eliminate draining onto neighboring properties. Improved parking areas shall be incorporated into the stormwater management plan for the proposed project. Innovative drainage techniques or stormwater best management practices (BMPs) are recommended. Site grading as well as stormwater control provisions shall be reviewed and approved by the City Engineer prior to site construction.
  - 8) **BARRIERS.** Wherever a parking space extends to a property line, sidewalk, walkway, landscaping, or fencing, the inclusion of wheel stops, concrete curbs, or other suitable barriers shall be required in order to prevent any part of a parked vehicle from extending beyond the property line, sidewalk, or walkway, and from destroying the screening materials.
  - 9) **VISIBILITY.** Entrance drives for parking areas shall be located in such a way that any vehicle entering or leaving such parking area shall be clearly visible by any pedestrian or motorist approaching the access or driveway from a public street, private street or alley.

Figure 7.2: Parking Aisle and Space Dimensions



- 10) MARKING. All parking areas for more than five (5) vehicles shall be marked with paint lines or in some other manner approved by the City and shall be maintained in a clearly visible condition.
- 11) MAINTENANCE. All off-street parking areas shall be continually maintained in satisfactory condition so as to be safe, attractive and free of any hazard, nuisance or other unsafe condition.
- 12) SIGNAGE. Signs shall be in conformance with the *Article 9: Villa Rica Sign Ordinance*.
- 13) LIGHTING. When lighting facilities are used, such lighting shall be in accordance with *Section 7.12 – Outdoor Lighting*.
- 14) LANDSCAPING. Refer to *Section 7.05 – Landscaping Standards* for landscaping requirements. Refer to *Subsection 7.05(6)(c)(ii)* if the minimum number of parking spaces is exceeded.
- 15) STACKING SPACES FOR DRIVE-THROUGH BUSINESSES
- For the purposes of this Ordinance, one stacking space shall be construed as a minimum of nine (9) feet in width and nineteen (19) feet in length.
  - Businesses utilizing drive-through windows or those that offer drive-through facilities shall **meet the requirements set forth within Table 8.2: Stacking Space Schedule and all applicable regulations within Section 8.09 of the ordinance.** ~~provide a minimum of:~~
    - ~~seven (7) stacking spaces per vehicular service window for restaurants and coffee houses;~~
    - ~~five (5) four (4) stacking spaces per vehicular service window or automated teller machine for banks and other financial institutions;~~
    - ~~seven (7) stacking spaces per service bay for car-washing establishments;~~
    - ~~three (3) two (2) stacking spaces per fuel pump or air compressor for gas stations;~~
    - ~~five (5) stacking spaces per vehicular service window for all other uses.~~
  - Additional stacking space may be required based on the number of vehicles utilizing the drive-through at peak hour.
  - Lane widths should be delineated with pavement markings. However, individual spaces within the lane need not be marked.
    - Exception: Automobile filling stations do not need to delineate lane widths or individual spaces with pavement markings.
  - Stacking spaces shall be in addition to the required parking spaces and must not be located within a required driveway, internal circulation system, or parking aisle.

Figure 7.1: Parking Calculation Example





- f) Stacking spaces shall begin at the point of transaction including all service windows, service bays, and automated teller machines.
- 16) TURNING RADII. Sufficient turning radii shall be provided in accordance with approved engineering standards so as to be adequate for all vehicle movement, including fire and safety vehicles, school buses or other oversize vehicles which may make use of the area.
- 17) PARKING OF COMMERCIAL VEHICLES.
- a) In commercial and industrial districts, commercial vehicles with or without signage which are over eight (8) feet in width and/or nineteen (19) feet in length shall not be stored in a parking area. Such vehicles shall be parked or stored in the required off-street loading space(s) or to the rear of the principal building when not in use or during non-business hours. Truck stops shall be exempt from this section.
  - b) Where Special Exception approval is required, the City Council shall evaluate the potential impacts of noise, glare, dust, debris, traffic, public safety, and security, among other measures. Such locations, where approved, will need to be appropriately buffered, screened, and surfaced as to minimize quality of life and environmental impacts. Truck stops shall not be located within 500 feet of a property zoned R-1, R-2, SFA, MF-1, MF-2, or OMI.
    - i) Truck parking as a primary use on any commercial or industrial lot shall not have any trucks that are parked or stationary on the lot for more than more than forty-eight (48) hours at a time.
    - ii) In the event that there is not a principal building on site, all trucks must be parked behind the front yard setback. Under no circumstance may trucks be parked within a required setback area.
    - iii) Trailers may not be parked on any lot without being directly connected to a semi-tractor.
  - c) With the exception of properties utilized for agricultural use, truck parking (except the temporary parking for the delivery of goods and/or services) and the outdoor storage of trucks over seventy-five hundred (7,500lbs.) pounds gross vehicle weight and or eight (8) feet in height, buses, and semi-tractor and/or trailers shall not be permitted in residential districts. No vehicles shall be parked for the purposes of advertising alongside interstates and highways in any zoning district.
- 18) PARKING OF NON-COMMERCIAL MOTOR VEHICLES. The parking of recreational vehicles, travel-trailers, boats, vehicle carrier trailers (including automobiles, snowmobiles, motorcycles, etc.), equipment trailers, and other non-commercial motor vehicles associated with residential uses are subject to the following requirements:
- a) At no time shall any parked or stored recreational vehicle be occupied or used for living, sleeping, or housekeeping purpose.
  - b) The Director may require a land owner to verify that the vehicle is licensed and operational.
  - c) In any District the wheels or any similar transporting devices of any recreational vehicle shall not be removed except for repairs, nor shall such vehicle be otherwise permanently fixed to the ground in a manner that would prevent ready removal of said types of mobile structures.
  - d) The outside storage of motor vehicles used for motorsports shall be prohibited.
- 19) SPECIAL AREA DESIGNATION. Development Plans for proposed projects shall identify the location of handicapped spaces, trash receptacles, cart corrals, fire lanes or other special areas as may be required by other local, state or federal laws.

## 20) OFF -SITE AND SHARED PARKING

- a) Off-Site Parking. Off-site parking may be allowed on another lot that is within five-hundred (500) feet of the lot occupied by the use(s) for which it is required. A formal agreement between property owners shall be provided prior to Development Plan approval. The agreement shall be recorded with the Plat.
- b) Shared Parking. Shared parking may be allowed between two (2) or more lots that share property lines.
  - i) Uses with Similar Business Hours. The total of such off-street parking spaces supplied collectively for multiple uses with similar business hours, where all uses are located within a shopping center or a retail/office/business park subdivision, may be less than the sum of the requirements for the various uses computed separately. In no case shall the sum of the requirements for the various uses be reduced by more than fifteen percent (15%) of the required parking for uses when computed separately as determined by the planning staff.
  - ii) Uses with Dissimilar Business Hours. Churches, civic clubs, auditoriums, lodge halls, banquet halls, movie theaters, and stadiums may make arrangements with existing business establishments which normally have different hours of operation for sharing up to fifty percent (50%) of their required parking spaces (Example 1), provided however, where there is a sharing of facilities by different owners or tenants, there shall be a written agreement approved by the Planning & Zoning Commission. In addition, should any of the uses having a joint agreement after passage of this Ordinance be changed or facilities discontinued, then the required spaces for the use or uses remaining shall be provided elsewhere as a condition precedent to the continued use of the building or buildings. The approved agreement shall be recorded with the County Recorder, and a copy kept on file with the Community Development department.
- c) Approval Requirements. All off-site and shared parking space arrangements are subject to the approval of the Director. Approvals shall be based on the determination that the use of off-site and/or shared parking will not provide hardships for pedestrians, will not result in potentiality hazardous traffic conditions, and will provide an adequate number of parking spaces for the uses involved. The parking needs of possible future uses of the property shall also be considered by the Director.

~~21) PARKING LOTS IN SPECIAL AREAS. Refer to Chapter V: Infill Development Standards for additional parking standards.~~

## 22) PARKING LOTS IN RESIDENTIAL DISTRICTS. The Planning &amp; Zoning Commission may approve parking lots in the residential zoning districts subject to the following conditions:

- a) The parking lot shall be accessory to and for the use in connection with one or more permitted or Special Exception permitted uses in and adjoining commercial and industrial districts.
- b) The parking lot shall contain not less than five-thousand (5,000) square feet, which shall abut at least fifty (50) feet, either directly or across an alley or street, on the district in which the use for which the parking is provided, permitted or conditionally permitted.
- c) The parking lot shall be used solely for the parking of passenger vehicles and no commercial repair work or service of any kind shall be conducted on the parking lot.

- d) No sign of any kind, other than those designating entrances, exits, conditions or use and penalties for improper use shall be maintained on the parking lot.
  - e) The parking lot located in a residential district shall not be illuminated after 9 p.m., with the exception of multifamily developments.
  - f) Entrances and exits shall be at least twenty (20) feet from any adjacent property located in a residential district.
  - g) Refer to *Section 7.05 – Landscaping Standards* for landscaping and screening standards.
- 23) BICYCLE PARKING. When located within five-hundred (500) linear feet from the nearest property line to a dedicated public bike/ped trail system, all non-residential uses shall provide one designated bicycle parking area for every twenty-five (25) vehicle parking spaces required by this Ordinance, with a minimum provision for three (3) bicycle spaces. Each bicycle area shall provide adequate facilities for securing the parked bicycles.
- 24) MODIFICATION. The Planning & Zoning Commission shall have the authority to modify any of the requirements of this section in accordance with *Subsection 2.02(9)(a)ix*.
- 25) LOADING AND UNLOADING SPACES REQUIRED. Every building used for nonresidential purposes which customarily receives or distributes goods by motor vehicle shall provide sufficient space on the premises for all loading and service purposes on the basis of the following minimum regulations:
- a) Number of Loading and Unloading Spaces Required
    - i) Loading space as required under this section shall be provided as area additional to off-street parking spaces required by other provisions of this chapter and shall not be considered as supplying off-street parking space.
  - b) Loading and Unloading Space Design Standards
    - i) Dimensions. Every loading and unloading space shall not be less than twelve (12) feet in width, forty (40) feet in length, and fourteen (14) feet clearance.
    - ii) Access. Access to truck loading and unloading spaces shall be provided directly from a public street or alley or from any right-of-way that will not interfere with public convenience and that will permit the orderly and safe movement of such trucks.
    - iii) Surfacing. All open loading spaces shall be graded and provided with a durable and dustless hard surface of asphalt, concrete, or other suitable materials capable of withstanding one thousand (1,000) pounds per square inch (psi).
    - iv) Drainage. All loading spaces shall be provided with adequate drainage facilities as approved by the City Engineer during the Development Plan Review process.
    - v) Location. No loading shall occur in a yard abutting a residential use and/or zone unless approved by the Planning & Zoning Commission.
    - vi) Screening. Landscaping and screening shall be as indicated in *Section 7.05 – Landscaping Standards*. The Planning & Zoning Commission shall have the power to determine the need for an additional amount of planting/landscaping, materials, walls, fences or any combination of these as deemed necessary.

- vii) Lighting. When lighting facilities are used, such lighting shall be in accordance with *Section 7.12 – Outdoor Lighting*.

| Table 7.2: Number of Loading Spaces                |                                                                                                                       |
|----------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| Buiding Area                                       | Number of Loading Spaces Required                                                                                     |
| Less than 5,000 square feet                        | No spaces required                                                                                                    |
| 5,000 square feet but less than 20,000 square feet | One (1) space required                                                                                                |
| 20,000 square feet or more                         | Two (2) spaces required plus one (1) additional space for each 20,000 square feet over the initial 20,000 square feet |

- 26) MINIMUM NUMBER OF PARKING SPACES. *Table 7.3: Minimum Parking Space Requirements* shall be used to determine the minimum number of parking spaces required for the specified use.

- a) Maximum Spaces. The maximum number of permitted parking spaces is the minimum required number of spaces plus ten percent (10%).
  - i) For proposed parking lots of more than one-hundred (100) parking spaces that exceed the maximum number of permitted spaces (see *Section 7.02(26)a* above), the Planning & Zoning Commission may increase the minimum amount of required interior landscaping by five percent (5%), and may require that the additional paved area be constructed with pervious pavement.
- b) Requirements for Uses Not Specified. Where a use is not specifically mentioned in *Table 7.3: Minimum Parking Space Requirements*, the requirements for a use which is so mentioned and to which said use is similar shall apply.
- c) Right-of-Way. No parking, loading or servicing of vehicles shall be done on the right-of-way of any publicly dedicated thoroughfare. This section is not intended to exclude vehicles from on-street parking in areas zoned CBD.
- d) Net Floor Area Measurement. For the purpose of determining parking space requirements in this section, the term “net floor area” means the area used for service to the public and excludes area used principally for non-public purposes such as storage, incidental repair, processing, show window, mechanical rooms, elevator shafts, stairwells, rest rooms and dressing rooms. Any derived number with a fractional value of more than fifty percent (50%) shall be rounded to the next highest whole number.

27) PARKING FOR PERSONS WITH DISABILITIES

- i) Required in All Parking Lots Parking spaces for persons with disabilities shall be provided in all parking lots in accordance with Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities.



- ii) Standards Vehicular access aisle widths shall be the same as for perpendicular parking spaces. A handicap access aisle shall be provided adjacent to each handicap parking space and may be shared between adjacent handicapped parking spaces. If parking spaces are provided for self-parking by employees or visitors, or both, then accessible spaces shall be provided in each such parking area in conformance with the table below. Spaces required by the table need not be provided in the particular lot. They may be provided in a different location if equivalent or greater accessibility, in terms of distance from an accessible entrance, cost and convenience is ensured. Dimensions for disabled parking are provided in *Figure 7.4*.
- iii) Number of Required Parking Spaces The number of parking spaces to be provided for persons with disabilities shall comply with *Table 7.3: Parking for the Disabled*.
- iv) Marking All handicapped accessible spaces shall be clearly marked as such.

| Table 7.3: Parking for the Disabled |                                                       |
|-------------------------------------|-------------------------------------------------------|
| Parking Capacity                    | Required Minimum Spaces for Persons with Disabilities |
| 1-25                                | 1                                                     |
| 26-50                               | 2                                                     |
| 51-75                               | 3                                                     |
| 76-100                              | 4                                                     |
| 101-150                             | 5                                                     |
| 151-200                             | 6                                                     |
| 201-300                             | 7                                                     |
| 301-400                             | 8                                                     |
| 401-500                             | 9                                                     |
| 501-1000                            | 2% of total                                           |
| 1,001 and over                      | 20 plus 1 for each 100 over 1,000                     |

| Table 7.4: Minimum Parking Space Requirements                                             |                                                                                                                                                                                                                                       |
|-------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Type of Use                                                                               | Minimum Required Parking                                                                                                                                                                                                              |
| <b>Agricultural</b>                                                                       |                                                                                                                                                                                                                                       |
| Animal Breeding (commercially)                                                            | one (1) space per employee on largest shift                                                                                                                                                                                           |
| Farm Equipment Sales & Service                                                            | one (1) space per five hundred (500) square feet of enclosed sales area, plus one (1) space per two thousand five hundred (2,500) square feet of open sales area, plus one (1) space per employee on the largest shift                |
| General Farming Uses                                                                      | two (2) spaces per dwelling unit                                                                                                                                                                                                      |
| Greenhouse or Plant Nursery                                                               | one (1) space per three hundred (300) square feet of interior sales, plus one (1) space per employee on the largest shift                                                                                                             |
| Horse Stable (commercial)                                                                 | one (1) space per four (4) stalls, plus one (1) space per employee on the largest shift                                                                                                                                               |
| Truck Garden or Produce Stand                                                             | four (4) spaces per individual owner-occupied stand                                                                                                                                                                                   |
| <b>Residential</b>                                                                        |                                                                                                                                                                                                                                       |
| Accessory Apartments                                                                      | one (1) space per dwelling unit                                                                                                                                                                                                       |
| Amenity Area                                                                              | one (1) space per three hundred (300) square feet of clubhouse or lodge space, plus one (1) space per two hundred fifty (250) square feet of non-competition pool                                                                     |
| Assisted living/Senior Housing                                                            | eight-tenths (0.8) spaces for every patient/resident room/unit                                                                                                                                                                        |
| Bed and Breakfast Establishment or Boarding House (owner must live on-premises)           | one (1) space for each guest room, plus two (2) spaces for the owner                                                                                                                                                                  |
| Facility for the Developmentally / Mentally Disabled                                      | one (1) space for each employee on the largest shift, plus one (1) space per three (3) clients                                                                                                                                        |
| Group Home                                                                                | one (1) space per five (5) residents, plus one (1) space per employee on the largest shift                                                                                                                                            |
| Manufactured Home Park                                                                    | two (2) spaces per unit, plus one (1) visitor space for every two (2) units                                                                                                                                                           |
| <b>Multi-Family</b>                                                                       |                                                                                                                                                                                                                                       |
| Studio or 1 Bedroom                                                                       | one (1) space per unit, plus one (1) visitor space per three (3) units                                                                                                                                                                |
| 2 Bedrooms                                                                                | 1.6 spaces per unit, plus one (1) visitor space per three (3) units                                                                                                                                                                   |
| 3 Bedrooms                                                                                | 1.8 spaces per unit, plus one (1) visitor space per three (3) units                                                                                                                                                                   |
| 4 Bedrooms                                                                                | two (2) spaces per unit, plus one (1) visitor space per three (3) units                                                                                                                                                               |
| each bedroom after 4                                                                      | add 0.5 spaces per additional bedroom                                                                                                                                                                                                 |
| Nursing home or convalescent care facility                                                | one (1) space for every four (4) beds, plus one (1) per employee on the largest shift                                                                                                                                                 |
| <b>Single-, two-family, and manufactured home</b>                                         |                                                                                                                                                                                                                                       |
| Up to 3 Bedrooms                                                                          | two (2) spaces per unit                                                                                                                                                                                                               |
| 4 or more Bedrooms                                                                        | three (3) spaces per unit                                                                                                                                                                                                             |
| <b>Institutional</b>                                                                      |                                                                                                                                                                                                                                       |
| <b>Education</b>                                                                          |                                                                                                                                                                                                                                       |
| Elementary and Junior High/Middle School                                                  | two and one-half (2.5) spaces per classroom                                                                                                                                                                                           |
| High School                                                                               | one (1) space for every five (5) students of design capacity, plus two (2) spaces for each classroom OR one (1) space for every four (4) seats in any auditorium or assembly hall, whichever is greater                               |
| Nursery School                                                                            | one (1) space per employee on largest shift, plus one (1) space per five (5) attendees                                                                                                                                                |
| University, College or Vocational School                                                  | one (1) space for every three (3) students of design capacity                                                                                                                                                                         |
| <b>Other</b>                                                                              |                                                                                                                                                                                                                                       |
| Club or Lodge                                                                             | one (1) space for every fifty (50) square feet of net floor area                                                                                                                                                                      |
| Community Center                                                                          | one (1) space for every three (3) people at maximum capacity                                                                                                                                                                          |
| Funeral Home                                                                              | one space for every seventy-five (75) square feet of parlor or chapel space; or one (1) space per five (5) seats, whichever is greater. This number shall be exclusive of spaces dedicated to hearses, company vehicles or ambulances |
| Government and Municipal Building                                                         | one (1) space for each three hundred (300) square feet of net floor area                                                                                                                                                              |
| Hospital                                                                                  | one (1) space for each two (2) patient beds (excluding bassinets), plus one (1) space for each person on largest shift                                                                                                                |
| Places of Worship                                                                         | one (1) space per four (4) fixed seats or eighteen (18) linear feet of bench; if no fixed seating, one (1) space per twenty-eight (28) square feet of main auditorium space                                                           |
| Police/Fire Station                                                                       | one (1) space for every three hundred (300) square feet of net floor area, plus one (1) space for each vehicle used for fire or police protection                                                                                     |
| Post Office                                                                               | one (1) space for each employee, plus one (1) space for every two hundred (200) square feet of usable floor area                                                                                                                      |
| Public Library, Art Gallery, or Museum                                                    | one (1) space for every five hundred (500) square feet of net floor area                                                                                                                                                              |
| Recycling Center (public)                                                                 | one (1) space per two thousand five hundred (2,500) square feet of processing /storage space                                                                                                                                          |
| Recycling Center (sorting/distribution)                                                   | one (1) space per five thousand (5,000) square feet of processing / storage space, plus one (1) space per three hundred (300) square feet of administrative/office area                                                               |
| Utility Service Facility/Office                                                           | one (1) space per three hundred (300) square feet of administrative/office area, plus one (1) space per company vehicle                                                                                                               |
| Veterinarian Clinic/Animal Hospital (temporary boarding only, for ill or injured animals) | one (1) space for each examination room plus two (2) space for each fifty (50) square feet of reception area                                                                                                                          |

| Table 7.4: Minimum Parking Space Requirements                                                                                                                       |                                                                                                                                                                                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Type of Use                                                                                                                                                         | Minimum Required Parking                                                                                                                                                                  |
| <b>Parks &amp; Recreation</b>                                                                                                                                       |                                                                                                                                                                                           |
| Active Recreation Area (athletic fields, tennis courts, basketball, soccer, baseball, softball, football, playgrounds, etc.)                                        | one (1) space per acre, plus twenty (20) spaces per field, plus five (5) spaces per court                                                                                                 |
| Amphitheater                                                                                                                                                        | one (1) space per three (3) seats, plus one (1) space per twenty-five (25) square feet of open seating area, plus one (1) space per employee on the largest shift                         |
| Driving Range                                                                                                                                                       | one and one-half (1.5) spaces per tee                                                                                                                                                     |
| Golf Course                                                                                                                                                         | two (2) spaces for each hole plus one (1) space for each one hundred (100) square feet of net floor area of the clubhouse                                                                 |
| Passive/Low Intensity Recreation (unimproved backpacking trails, unimproved hiking trails, picnic areas, primitive camping areas, canoeing and rafting areas, etc.) | two (2) spaces per mile of trail; or one (1) space per three (3) acres                                                                                                                    |
| Swimming Pool (excluding private pools on residential lots)                                                                                                         | one space for each one hundred (100) square feet of pool and pool deck area                                                                                                               |
| <b>Commercial</b>                                                                                                                                                   |                                                                                                                                                                                           |
| <b>Adult</b>                                                                                                                                                        |                                                                                                                                                                                           |
| Sexually Oriented Business (unlicensed massage parlors, adult book stores, adult entertainment services, etc.)                                                      | one (1) space for every three (3) seats; OR one (1) space per two hundred (200) square feet of net floor area, whichever is greater                                                       |
| <b>Motor Vehicle Services</b>                                                                                                                                       |                                                                                                                                                                                           |
| Motor Vehicle Filling Station                                                                                                                                       | one (1) space for each pump                                                                                                                                                               |
| with service bays                                                                                                                                                   | add one (1) space for each bay or work area                                                                                                                                               |
| with convenience store                                                                                                                                              | one (1) space for each three hundred (300) square feet of enclosed net floor area                                                                                                         |
| Motor Vehicle Sales (automobile, recreational vehicles, motorcycle, truck, trailer, etc.) Customer & Employee Parking                                               | one (1) space for each five hundred (500) square feet of net floor area of sales, shop or garage, plus one (1) space per two thousand five hundred (2,500) square feet of open sales area |
| Motor Vehicle Service and Repair                                                                                                                                    | three (3) spaces for each bay or work area                                                                                                                                                |
| <b>Entertainment</b>                                                                                                                                                |                                                                                                                                                                                           |
| Auditoriums and places of assembly with or without fixed seats                                                                                                      | one (1) space per one hundred fifty (150) square feet of seating/display area                                                                                                             |
| Drive-In Movie Theater                                                                                                                                              | one (1) space per vehicle at maximum capacity plus three (3) spaces for employees                                                                                                         |
| Indoor Recreation (billiards, video arcades, ice/roller skating rink)                                                                                               | one (1) space for every four (4) seats; or one (1) space for every four (4) people at maximum capacity                                                                                    |
| Miniature Golf                                                                                                                                                      | one (1) space for every hole                                                                                                                                                              |
| Movie Theater                                                                                                                                                       | one (1) space for every four (4) seats, plus one (1) space for each employee                                                                                                              |
| Recreation, Commercial (water parks, sports arenas, batting cages, amusement parks, motor vehicle or animal racing facilities, etc.)                                | one (1) space for each three (3) seats; or one (1) space for each participant at maximum utilization, whichever is greater                                                                |
| <b>Service Businesses</b>                                                                                                                                           |                                                                                                                                                                                           |
| Animal Boarding Facility (includes kennel)                                                                                                                          | one (1) space for every four hundred (400) square feet of net floor area, excluding animal exercise areas                                                                                 |
| Business, Commercial Service                                                                                                                                        | one space for each three hundred (300) square feet of net floor area                                                                                                                      |
| Contractors Service                                                                                                                                                 | one (1) space for each five hundred (500) square feet of net floor area                                                                                                                   |
| Dance/Aerobics/Gymnastics/Martial Arts Studios                                                                                                                      | one (1) space for every two hundred fifty (250) square feet of floor area, plus adequate area for safe and convenient loading and unloading of students                                   |
| Day Care Center (child/adult)                                                                                                                                       | one (1) space for every four (4) attendees; minimum six (6) spaces                                                                                                                        |
| Health Service (health club, fitness facility, health spa, etc.)                                                                                                    | one (1) space for every three hundred (300) square feet of net floor area                                                                                                                 |
| Hotel/Motel                                                                                                                                                         | one (1) space for each sleeping room plus one (1) space for each four hundred (400) square feet of public meeting area and/or restaurant space                                            |
| Personal Service (barber shops, beauty parlors, nail salon, etc.)                                                                                                   | two and one half (2.5) spaces per customer services chair                                                                                                                                 |
| Self Service Storage Facility                                                                                                                                       | one (1) space for each twenty (20) rental storage units; no less than three (3) spaces                                                                                                    |
| Shoe Repair                                                                                                                                                         | one (1) space for every four hundred (400) square feet of net floor area                                                                                                                  |
| <b>Professional/Office</b>                                                                                                                                          |                                                                                                                                                                                           |
| Clinics                                                                                                                                                             | one (1) space for every four hundred (400) square feet of net floor area                                                                                                                  |
| Financial Institutions                                                                                                                                              | one (1) space for every three hundred (300) square feet net floor area, plus stacking space for five (5) vehicles at each vehicular service window                                        |
| Bank Machine / AT M Walk-Up Facility                                                                                                                                | two (2) spaces per AT M                                                                                                                                                                   |
| Professional Office (general, law, insurance, travel, design, etc.)                                                                                                 | one (1) space for each three hundred (300) square feet of net floor area                                                                                                                  |
| <b>Restaurant/Food Preparation</b>                                                                                                                                  |                                                                                                                                                                                           |
| Bakery, Retail                                                                                                                                                      | one (1) space for every five hundred (500) square feet of floor area; minimum five (5) spaces                                                                                             |
| Coffee Shop                                                                                                                                                         | one (1) space per two (2) seats; minimum six (6) spaces                                                                                                                                   |
| Restaurant                                                                                                                                                          | one (1) space per three (3) seats, plus one (1) space for each employee on largest shift                                                                                                  |
| with vehicular service window                                                                                                                                       | one (1) space per two (2) seats, plus seven (7) stacking spaces per drive-through lane, where applicable                                                                                  |
| if no indoor seating                                                                                                                                                | minimum ten (10) spaces                                                                                                                                                                   |
| Bar / Tavern                                                                                                                                                        | one (1) space for every three (3) seats; OR one space for each one hundred square feet of net floor area, whichever is greater(100)                                                       |

| Table 7.4: Minimum Parking Space Requirements     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Type of Use                                       | Minimum Required Parking                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Retail Businesses</b>                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Business, Retail                                  | one space for each three hundred (300) square feet of net floor area; minimum six (6) spaces                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Supermarket / Convenience Store                   | up to 5,000 square feet: one (1) space for every two hundred fifty (250) square feet of net floor area greater than 50,000 square feet: one (1) space for every three hundred (300) square feet of net floor area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Hardware Store / Appliance Sales                  | one (1) space for every four hundred (400) square feet of net floor area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Apparel / Shoe Store                              | one (1) space for every three hundred (300) square feet of net floor area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Furniture Store                                   | one and one half (1.5) spaces for every one thousand (1000) square feet of net floor area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Business, Wholesale                               | one (1) space for each five hundred (500) square feet of net floor area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Shopping Center / Big Box                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| ≤ 100,000 square feet gross leasable              | one (1) space per three hundred (300) square feet for the first ten thousand (10,000) square feet and one (1) space per each four hundred (400) square feet thereafter                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| between 100,001-500,000 sq ft gross leasable area | one (1) space per three hundred fifty (350) square feet for the first ten thousand (10,000) square feet and one (1) space per each four hundred (400) square feet thereafter                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| > 500,000 sq ft gross leasable area               | one (1) space four hundred (400) square feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Industrial</b>                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Manufacturing                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Research and Testing                              | one (1) space per employee on largest shift, plus one (1) visitor space per ten (10) employees                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Salvage Yard                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Solid Waste Transfer Station                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Logistics and Distribution Facilities (High Cube) | <p>Vehicle Parking:<br/>           one (1) space for every one thousand (1,000) square feet of Gross Floor Area (GFA) for the first twenty-thousand (20,000) square feet; one (1) space per two thousand (2,000) square feet for the second twenty-thousand (20,000) square feet; one (1) space per five thousand (5,000) square feet for that portion over forty-thousand (40,000) square feet. No additional spaces if office area is less than ten (10%) percent of the total building square footage. Office space rate if office area is over ten (10%) percent of the total building square footage.</p> <p>Truck and Trailer Parking:<br/>           one (1) oversized truck space for every five thousand (5,000) square feet of GFA*<br/>           *Truck docks shall not be included in this calculation.</p> |
| Warehousing Facilities                            | one (1) space for every eleven-thousand (11,000) square feet of Gross Floor Area (GFA) for the initial forty-thousand (40,000) square feet; one (1) space per forty-one thousand (41,000) square feet of additional GFA greater than four-hundred-and-one-thousand (401,000) square feet; four (4) spaces per eleven-thousand (11,000) square feet of GFA of office space. Where multiple tenants and or uses occupy the same building, the parking shall be calculated based upon the floor area used by each tenant or use.                                                                                                                                                                                                                                                                                            |



| Table 7.4: Minimum Parking Space Requirements     |                                                                                                                                                                                                                  |
|---------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Type of Use                                       | Minimum Required Parking                                                                                                                                                                                         |
| <b>Retail Businesses</b>                          |                                                                                                                                                                                                                  |
| Business, Retail                                  | one space for each three hundred (300) square feet of net floor area; minimum six (6) spaces                                                                                                                     |
| Supermarket / Convenience Store                   | up to 5,000 square feet: one (1) space for every two hundred fifty (250) square feet of net floor area greater than 5,000 square feet: one (1) space for every three hundred (300) square feet of net floor area |
| Hardware Store / Appliance Sales                  | one (1) space per four hundred (400) square feet of net floor area                                                                                                                                               |
| Apparel / Shoe Store                              | one (1) space per three hundred (300) square feet of net floor area                                                                                                                                              |
| Furniture Store                                   | one (1) space per one thousand (1000) square feet of net floor area                                                                                                                                              |
| Business, Wholesale                               | one (1) space per five hundred (500) square feet of net floor area                                                                                                                                               |
| Shopping Center / Big Box                         |                                                                                                                                                                                                                  |
| ≤ 100,000 square feet gross leasable area         | one (1) space per three hundred (300) square feet for the first ten thousand (10,000) square feet and one (1) space per each four hundred (400) square feet thereafter                                           |
| between 100,001-500,000 sq ft gross leasable area | one (1) space per three hundred fifty (350) square feet for the first ten thousand (10,000) square feet and one (1) space per each four hundred (400) square feet thereafter                                     |
| > 500,000 sq ft gross leasable area               | one (1) space per four hundred (400) square feet                                                                                                                                                                 |
| <b>Industrial</b>                                 |                                                                                                                                                                                                                  |
| Manufacturing                                     | one (1) space per employee on largest shift, plus one (1) visitor space per ten (10) employees                                                                                                                   |
| Research and Testing                              |                                                                                                                                                                                                                  |
| Salvage Yard                                      |                                                                                                                                                                                                                  |
| Solid Waste Transfer Station                      |                                                                                                                                                                                                                  |
| Warehousing, Distribution, or Flex Tenant         |                                                                                                                                                                                                                  |

### Sec. 7.03 – ENTRANCE/DRIVE STANDARDS

- 1) **INTENT.** The purpose of these entrance and drive standards is to provide for a safe and efficient vehicular and pedestrian transportation system by establishing minimum standards for site entrance drives, driveways, and interior drives.
- 2) **GENERAL ENTRANCE/DRIVE STANDARDS APPLICABLE TO ALL ZONING DISTRICTS.**
  - a) General Requirements. All driveways and interior drives shall conform to the following design requirements:
    - i) **Entrance Drives and Driveway Widths.** Entrance drives shall conform to the following minimum pavement widths up to and at the point which they intersect the public right-of-way. The distances for these standards shall be determined by measuring from the outside edges of the curb or pavement (whichever is more) of the entrance or drive at the public right-of-way which it accesses. The distance shall not include any acceleration or deceleration lanes or turning radii. The width shall be:
      - (1) Fourteen (14) feet per lane (exclusive of any medians) if from a non-residential or multifamily residential use onto any type of street, and
      - (2) Twenty-four (24) feet total if from a residential major subdivision onto any type of street.
      - (3) Twelve (12) feet for an individual residential driveway onto a local street and fourteen (14) feet for one and two-family residential driveways onto arterial or collector streets.
    - ii) **Design and Construction of the Parking Lot Entrance Drive.** For every new or converted multi-family, commercial, industrial and quasi-public use, the following standards shall apply:

- (1) Length of entrance drive to be kept free of parking maneuvers (backing up, three-point turns, initial parking) shall meet the requirements of *Table 7.5: Parking Lot Drive Length*.
  - (2) Each ingress or egress aisle/driveway shall have a minimum width as identified in *Table 7.1: Parking Dimensions*, dependent on the angle of parking. Each aisle/driveway shall be so designed so as to provide for adequate turning and maneuvering. Each ingress or egress aisle/driveway shall be improved with hard, dust free surface materials (excluding gravel) from the street apron to the entrance of the parking area.
  - (3) There shall be no more than two (2) access ways providing for ingress or egress on any one street unless for good cause shown and approved by the City Engineer.
  - (4) Ingress and egress driveways shall not be used to meet the requirements of *Table 7.3: Minimum Parking Space Requirements* as stated in this section and thereby block the reasonable flow of vehicles to parking spaces. Parking arrangements within ingress and egress driveway areas shall be approved by the Planning & Zoning Commission.
- iii) Travel Direction. The direction of travel for vehicles using entrances shall be as follows:
- (1) All entrances providing access to a public right-of-way from all lots used for nonresidential or multifamily development shall be designed so that vehicles are traveling in a forward direction when entering and leaving.
  - (2) In no case may any entrance for any use, except residential uses, be designed to require a vehicle to back onto any arterial or collector street.
- iv) Shared Entrances and Drives. Shared entrances and drives are encouraged for all uses in all zoning districts, specifically for any multifamily residential or nonresidential uses accessing a Major Collector or Arterial street.
- (1) Access Easements. All shared entrances and drives shall be constructed only in appropriate access easements. Easements must be recorded before usage commences.
  - (2) Required Documentation. A permanent documentation of any shared entrance and drive agreement must be signed by all involved property owners. The permanent written agreement shall include, but is not limited to the following items: maintenance, snow removal, ownership, and liability. The agreement, which can be amended and assigned shall be reviewed and approved by the City Engineer and duly recorded with the County Recorder. Any changes to the agreements must be accomplished with the consent of the Community Development Director. A copy of the agreement shall be retained for the files of the Planning & Zoning Commission. The agreement shall be recorded prior to the issuance of the occupancy permit.

| Table 7.5: Parking Lot Entrance Drive Length |                                                               |
|----------------------------------------------|---------------------------------------------------------------|
| Parking Spaces                               | Distance in Feet                                              |
| 1-39                                         | 20                                                            |
| 40-99                                        | 40                                                            |
| 100-300                                      | 60                                                            |
| 300 or more                                  | 60, plus 20 additional for each 500 additional parking spaces |

- v) Internal Drives. Internal drives may be public or private streets that are part of the hierarchy of travelways in multifamily and commercial subdivisions, providing access to and connecting the main entrance drive, parking lots and outparcels.
    - (1) Commercial Area Internal Linkages. All uses located in a commercial zoning district shall provide interior drives that allow access between existing and proposed commercial uses on adjacent properties.
    - (2) The internal road minimum width shall be twenty (20) feet for multifamily and nonresidential uses and districts.
    - (3) The interior drives may be required to be curbed, provide pedestrian access and landscaping.
    - (4) Cross-Access Required. The drives must be designed as a single two-way drive or a pair of one-way drives that provide access between the parking lots and interior drives of all adjoining commercial uses.
    - (5) Separation. Interior drives providing cross-access between adjacent parcels shall be separated from the right-of-way of any such street by a minimum distance specified by the City Engineer (based on the vehicle stacking requirements of the entrance(s) to the property from the public street).
  - vi) Curbs. All entrances and interior drives for property used for purposes other than agriculture, single-family residential, or two-family residential shall generally be completely curbed. Curbing shall not be required if, in the opinion of the City Engineer, the drainage system for the property shall be best served if curbs were not present.
  - vii) Driveway Separations. Driveway locations shall conform to the requirements for separation in Section 304.4 of the *City of Villa Rica Development Regulations*.
- 3) MODIFICATION. The Planning & Zoning Commission shall have the authority to modify any of the requirements of this section in accordance with *Subsection 2.02(9)(a)ix*.

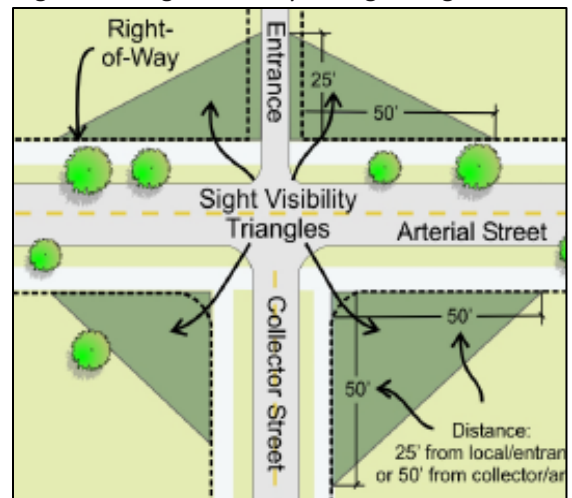
#### Sec. 7.04 – SIGHT VISIBILITY

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- 1) Sight Visibility Triangle
  - a) All properties, with the exception of those located in the Central Business District (CBD), shall maintain an area (the “sight visibility triangle”) at every intersection of an adjoining street with other streets and entrance drives. The sight visibility triangle shall be free of structures, vegetation, signs (other than street signs), fences, and other opaque or partially opaque objects between a height of two (2) and eight (8) feet measured from the nearest top-of-curb (or edge of pavement where curbs are not present).
  - b) The Sight Visibility Triangle shall be determined by a diagonal line connecting two points measured twenty-five (25) feet from the intersection of residential or local street / entrance drive lines, and fifty (50) feet from the intersection of arterial or collector street lines, or in the case of a rounded property corner, from the intersection of the street right-of-way lines extended. These standards shall not apply to official warning signs or signals necessary to the public safety.

- 2) Median and Intersection Visibility. No fence, wall, sign, hedge, tree or shrub planting, or other similar item which obstructs sight lines and elevations between two (2) and eight (8) feet above the street shall be placed within any median area within one-hundred (100) feet of an intersection. No walls, rocks, or boulders larger than two (2) feet in any dimension shall be placed in the median.
- 3) Stop Sign Visibility. No trees shall be planted in any portion of a public street right-of-way within one-hundred fifty (150) feet of a stop sign. Required street tree plantings shall be planted outside of the right-of-way.

Figure 7.2: Sight Visibility Triangle Diagram



### Sec. 7.05 – LANDSCAPING STANDARDS

- 1) PURPOSE. The purpose of this section is to provide minimum standards for landscaping that visually enhances development, defines circulation routes, reduces heat and glare in parking areas, and provides screening between incompatible land uses.
- 2) APPLICABILITY. This section shall apply to new property development and any expansion of existing legally conforming sites or structures that exceeds thirty-five percent (35%) in conformance with *Section 1.04 – Applicability and Compliance*.
- 3) GENERAL REQUIREMENT FOR SUBMITTAL. Any property to which this section applies shall submit a landscape plan as part of the Development Plan or Plat review process. Landscape plans shall be prepared and sealed by a professional landscape architect registered in the State of Georgia, unless waived by the Director. The landscape plan shall contain the following information:
  - a) Plans shall be prepared on 24"x36" sheets at a scale no less than 1" = 50' to indicate all types of proposed landscaping improvements and shall include the following minimum information:
    - i) North arrow and scale.
    - ii) The name of applicant/owner.
    - iii) The name, address and phone number of the person or firm responsible for the preparation of the plan.
    - iv) The dates the plans are submitted and/or revised.
    - v) All existing and proposed buildings and other structures, paved areas, planted areas, underground utilities, utility poles, fire hydrants, light standards, signs, fences and other permanent features to be added and/or retained on the site.
    - vi) All existing plant material to be removed or retained and all new landscaping materials to be installed.
    - vii) All existing and proposed streets, sidewalks, curbs and gutters, railroad tracks, drainage ditches and other public or semi-public improvements within and immediately adjacent to the site.
    - viii) All property lines and easements.
    - ix) Any other information which is deemed appropriate by the Director.



- x) Details shall be shown for the planting of the types of trees, shrubs and ground cover within the buffer yard or landscaped area.
- 4) APPROVAL.
- a) No site or Development Plan required under this Zoning Ordinance shall receive secondary approval unless a buffer yard and landscape plan has been submitted and approved.
  - b) No final approval of the Land Disturbance Permit shall be granted unless the following criteria are fully satisfied with regard to the approved buffer yard and landscape plan:
    - i) Such plan has been fully implemented on the site; or
    - ii) Such plan, because of seasonal conditions, cannot be implemented immediately, but has been guaranteed by a postponed improvement agreement in accordance with *Subsection 7.05(5)(h) – Assurance of Installation/Completion*.
- 5) GENERAL LANDSCAPING STANDARDS. Buffer yard and landscape materials shall consist of the following items as indicated below. The proposed landscape materials should complement the form of the existing vegetation, as well as the development's general design and architecture. The cultural conditions (shade, sun, moisture, and location of planted material) should be considered in selecting plant materials.
- a) Maintenance of Landscaping and Buffer yards. All landscape materials shall be installed and maintained according to accepted nursery industry procedures.
    - i) The owner of the property shall be responsible for the continued property maintenance of all landscaping materials and buffer yards, and shall keep them in a proper, neat and orderly appearance, free from refuse and debris at all times.
    - ii) All unhealthy or dead plant material shall be replaced within one (1) year, or by the next planting period, whichever comes first.
    - iii) Violation of these installation and maintenance provisions shall be grounds for the Community Development department to: fine the owner of the property in violation of the conditions of the Improvement Location Permit; require replacement of the landscape material; or institute legal proceedings to enforce the provisions of this section.
    - iv) Landscape materials are intended to grow, spread and mature over time. Landscaping materials used to fulfill requirements of this chapter may not be topped or otherwise treated so as to reduce overall height. Pruning, limbing-up, topping, and other inhibiting measures including removal may only be practiced to insure the public safety or to preserve the relative health of the material involved.
  - b) Buffer yard and Landscaping Establishment. Once the landscape plan has been approved by the Planning & Zoning Commission or its designee and established by the owner, it may not be used, disturbed or altered in any way that would decrease its effectiveness for any purpose.
  - c) Earthen Mounds. Earth mounds shall be physical barriers that block or screen the view, similar to a hedge, fence or wall. Mounds shall be constructed using approved fill and with a maximum slope of 3:1 (run:rise) and planted with proper and adequate plant materials to prevent erosion. A difference in elevation between areas requiring screening does not constitute an existing earth mound and shall not be considered as fulfilling any screening requirement.
  - d) Plant Material. Artificial plants are prohibited. All plant materials shall be living plants and shall meet the following requirements. Plant materials used in conformance with the provisions of

this chapter shall conform to the standards of the American Association of Nurserymen and shall have passed any inspections required under State regulations.

- e) Ground Cover. Any part or portion of a nonfarm parcel that is not used for structures, loading or parking spaces, sidewalks, etc., shall be landscaped or left in a natural state that complies with the applicable ordinances of the City of Villa Rica. If landscaped, it shall be planted with an all-season ground cover and with trees and shrubs in accordance with the requirements of this Ordinance and in keeping with the natural surroundings.
- f) Preservation of Existing Vegetation. Any existing vegetation that is retained, and that meets the species and location requirements of this section, may be counted towards fulfilling the minimum landscaping requirements, subject to the approval of the Community Development Director. No construction activity of any kind shall take place within the area defined by the drip-line of any vegetation that is to be retained and counted as fulfilling these requirements.
  - i) Protected Trees. Consistent with the expressed purposes of this subsection, all persons shall make reasonable efforts to preserve and retain any existing, healthy, self-supporting trees, referred to as “protected trees.” The minimum size of trees to be protected: deciduous trees - six (6) inch caliper; evergreen trees - eight (8) inch caliper; and ornamental trees - two (2) inch caliper. No person shall take out, destroy, cause to be destroyed, move or remove any protected tree in preparation for development activity without first obtaining a Land Disturbance Permit from the Community Development department.
    - (1) To further encourage the preservation of existing trees, each protected tree that is preserved and is greater than eight (8) inches in caliper may be counted toward the required landscape materials at a rate of two (2) required shade or evergreen trees or four (4) required ornamental trees. Preserved trees may not count toward the caliper inches required for mitigation of any trees removed.
    - (2) Exemptions. The requirements of this subsection shall be followed except:
      - (a) During a period of emergency, such as a tornado, ice storm, flood or any other such extreme act of nature;
      - (b) If the failure to remove a tree would constitute an imminent danger to the environment, property, public health, safety, or welfare due to the hazardous or dangerous condition of such tree;
      - (c) For necessary tree removal by a public agency or utility company within plotted or dedicated utility easements;
      - (d) In an area upon which a permanent structure is located or will be located within a lot building area for all zoning districts;
      - (e) With respect to trees on developed single-family lots;
      - (f) With respect to trees of less than twelve (12) caliper inches on all lots less than 20,000 sq. ft.;
      - (g) With respect to dead, substantially injured, diseased or damaged trees;
      - (h) Government agencies, tree farms, nurseries and agricultural uses shall be exempt from this subsection provided tree removal is consistent with normal and regular business activity.

- (3) Requirements for Development Plans. All applications for a Land Disturbance Permit or Development Plan Review that will require removal of protected trees shall include a protected tree plan or indicate on the demolition, grading and landscape plans the following:
    - (a) A scale map or a plot plan showing the proposed development and noting the location of all protected trees. Tree stands may be outlined giving species and category of trees.
    - (b) Notations regarding which protected trees are to be removed, replaced, or are requested to be counted toward landscaping requirements.
    - (c) Methods of protection.
  - g) Measurement Standards. All new trees required to be planted by this Ordinance shall be measured as follows:
    - i) All broadleaf / deciduous trees shall be two and one-half (2½) inches in diameter (DBH- Diameter at Breast Height) at the time of planting, measured at six (6) inches above the root ball.
    - ii) All evergreen conifers shall be four (4) feet in height at the time of planting, measured from the top of the root ball.
    - iii) All shrubs shall be twenty-four (24) inches in height at the time of planting, measured from ground level.
  - h) Assurance of Installation/Completion. Plant material used for buffer yards, medians, entrances, ponds, or street or subdivision perimeter landscaping shall be designated as “Common Area” or as a landscape easement on the landscape plan(s), and shall be installed prior to the recording of the plat of the subdivision. A final Certificate of Occupancy shall not be issued until all landscaping shown on the landscape plan has been installed. A temporary Certificate of Occupancy may be issued for the property for a period of up to six (6) months as weather conditions permit landscape installation, provided that the developer shall submit a financial guarantee in the amount of one-hundred twenty-five percent (125%) of the installed cost of landscaping when planting has to be delayed.
  - i) Bonding. The applicant shall also have the option of posting a bond equal to one-hundred fifty percent (150%) of the material and installation costs identified on the plan if the installation of buffer yard and landscaping materials are to be completed at the end of a project. This bond will permit the City to contract the installation of the approved landscape plan, with the applicant’s landscape contractor, at the required “prevailing wage rate” should the applicant fail to install the landscape plan within one (1) complete growing season. The “Prevailing wage rate” is the rate at which the City must pay a contractor to provide services for the City. If the applicant desires bonding, the applicant shall revise the cost annually to account for increases in costs of labor and materials.
  - j) Utility Easement Conflicts. Required plant material shall be located in areas exclusive of drainage and utility easements and overhead utilities. Plant material shall not be placed in the road/street right-of-way without permission from the City Engineer.
- 6) PARKING AREA LANDSCAPING

- a) Perimeter Landscaping for Off-Street Parking Areas. All parking lots, including parking spaces (excluding interior drives and loading/unloading areas), shall be separated from all public or private street rights-of-way by a landscape screen that is a minimum of twenty (20) feet in width. Parking areas adjacent to other developed parcels shall require a planting area that is a minimum ten (10) feet in width. Trees shall be provided for interior drives per *Subsection 7.05(8) – Street Tree Planting Requirements*. Screening may consist of any of the following options or a combination:
- i) **Planting.** A minimum of one (1) tree shall be provided for every thirty (30) linear feet of landscaped area. The trees may be a combination of deciduous and evergreen. The tree requirement may be reduced or eliminated if street trees are provided per *Subsection 7.05(8)* and are within thirty (30) feet of the edge of the parking area. In addition, a minimum of one (1) shrub shall be provided at a minimum of every three (3) feet in order to form a continuous screen a minimum of thirty-six (36) inches high within two (2) years of planting. The spacing may be wider than three feet depending on shrub selection and with approval by the Director. A minimum of fifty percent (50%) of the required shrubs shall be evergreen; or
  - ii) **Landscape Berm.** A landscaped berm that is a minimum of three (3) feet in height shall be provided along the length of the landscaped area. Trees shall be provided and shrubs where the berm tapers to less than thirty-six (36) inches to maintain a continuous screening height of thirty-six (36) inches.
- b) Perimeter Landscaping for Off-Street Parking Lots adjacent to Residential Uses or Zoning Districts. Parking lots shall be screened adjacent to the residential use or zoning district to a minimum height of four (4) feet in accordance with the appropriate buffer yard as determined by *Table 7.8: Applicable Buffer Yard Types* and *Table 7.9: Buffer Yard Types Description*.
- c) Interior Landscaping for Off-Street Parking Areas. Parking areas (including loading, unloading and storage areas) containing more than twenty-five (25) vehicular parking spaces, shall provide interior landscaping in addition to the previously required perimeter landscaping. Interior landscaping may be contained in peninsulas or islands.
- i) **Landscaping area.** Five percent (5%) of vehicular use area shall be landscaped. However:
    - (1) **Minimum area.** The minimum landscape area permitted shall be one-hundred eighty (180) square feet with trees planted a minimum of four (4) feet from the curb or the edge of the pavement;
    - (2) **Distribution.** The required landscape areas are to be adequately dispersed throughout the off-street parking areas; and
    - (3) **Ground Cover.** Shrubs, ground cover, and other live plant material shall be used to fill the rest of the interior landscaped area.
  - ii) **Maximum Spaces.** The maximum number of permitted parking spaces is the minimum required number of spaces plus ten percent (10%).
    - (1) For proposed parking lots of more than one-hundred (100) parking spaces that exceed the maximum number of permitted spaces (see *Subsection 7.02(26)a* above), the Planning & Zoning Commission may increase the minimum amount of required interior



landscaping by five percent (5%), and may require that the additional paved area be constructed with pervious pavement.

- iii) A minimum of one (1) broadleaf/deciduous tree providing shade at maturity shall be provided for every one-hundred eighty (180) square feet of landscaped area. To obtain minimum desired coverage, the maximum spacing between required canopy trees shall be one-hundred (100) feet.
    - (1) As trees mature, trees shall have a clear trunk to at least five (5) feet above the ground, and the remaining plant material shall be maintained not to exceed three and one-half (3½) feet in height.
  - iv) Vehicle overhang. Parked vehicles may hang over the interior landscaped area no more than two (2) feet, as long as concrete or other wheel stops are provided to insure no greater overhang or penetration of the landscaped area.
- 7) RESIDENTIAL LANDSCAPING. Landscaping as stated below shall be required for all single- and multifamily subdivision development, and developments under the horizontal property regime prior to the issuance of a Certificate of Occupancy. Extensions of up to one-hundred twenty (120) days may be granted to take advantage of optimal planting conditions.
- a) Major Subdivision Perimeter Landscaping. Landscaping plant material shall be provided on the perimeter of major subdivision development when adjacent to a public right-of-way as follows:
    - i) A twenty (20) foot wide landscape area adjacent to the road or right-of-way shall be provided. The landscaping shall be designated as “common area” or placed in a landscape easement. All attempts should be made to avoid conflicts with drainage and utility easements that would prevent the installation of landscape materials in accordance with the Ordinance.
    - ii) Trees shall be provided at a minimum rate of five (5) trees per one-hundred (100) linear feet of perimeter planting. Trees shall be staggered throughout the planting area and no two (2) trees shall be closer than twenty (20) feet. Perimeter plantings shall be a roughly equal mix of deciduous canopy trees and evergreen trees. Up to twenty-five percent (25%) of the trees may be of the ornamental type for color and accent.
    - iii) Shrubs shall be provided at a minimum rate of ten (10) per one-hundred (100) linear feet of perimeter planting. Medium to large shrubs are encouraged in the twenty (20) foot wide landscape area.
    - iv) Calculation. Trees and shrubs shall be prorated and rounded up to the nearest whole number for every foot over the initial one-hundred (100) feet.
    - v) Planting Pattern. It is suggested that the required trees and shrubs be at least fifty percent (50%) evergreen, planted in clusters or irregular patterns, and shall be combined with perimeter fences, walls, or mounds as detailed below.
  - b) Subdivision Perimeter Fences / Walls / Mounds. One of the following landscaping options shall be required in addition to the plant material specified above in *Subsection 7.05(7)*.
    - i) Decorative perimeter fences/walls shall be combined with plant material and shall be constructed of masonry, stone, wood, or decorative metal. Fences/walls constructed of synthetic materials that simulate natural materials will also be considered. Fences/walls shall be at least thirty-six (36) inches in height, but not over seventy-two (72) inches in height.

- Transparent (open) or opaque fences/walls may be used. Fencing/walls may only be provided by the developer and only located in the area designated as “common area” or “landscape easement.” Landscaping may be placed on the right-of-way side of the fence/wall, outside of the public right-of-way.
- ii) **Mounds.** Mounds shall be combined with plant material, as described above, and may include fencing. Mounds shall be located in an area designated as “Common Area” or “landscape easement.” Mounds shall be a minimum of three (3) feet in height. Maximum side slope shall not exceed a three to one (3:1) ratio. Continuous mounds (levee look) are not permitted.
  - c) **Common Area.** Where a Common Area is designated on the plat or Development Plan of a residential project, a Property or Homeowner’s Association shall be formed and shall be required to provide necessary maintenance to said common areas as per *Subsection 7.13(3)(h)*.
  - d) **Individual Lot Landscaping.** The minimum landscape package for front and side yards shall be consistent with *Table 7.7: Individual Residential Lot Landscaping* and the following:
    - i) The minimum number of shrubs required is a total for the side and front yard combined, not for each yard individually.
    - ii) Lots that have existing trees in the front yard that meet the required minimum shall not be required to plant additional trees. In order for the existing trees to qualify as an existing tree it must be a minimum size of two (2) inch caliper measured six (6) inches above the existing ground elevation at the base of the tree and be part of the finish landscape package upon completion of the residence and the final lot grading.
    - iii) In addition to the above requirements, landscape packages for corner lots shall include a street side-yard (which shall be defined as the yard fronting the street on the side of the house that does not face the street) plan of one (1) evergreen tree and twelve (12) shrubs.
    - iv) All trees shall be planted such that upon maturation the branches and limbs shall not interfere with the adjacent property use. Any tree becoming such a nuisance shall be trimmed or cut back to eliminate the nuisance by the property owner.
    - v) Plant material shall be placed out of the Sight Visibility Triangle at intersections as per *Section 7.04 – Sight Visibility*. There should be a clear visibility zone between thirty-six (36) inches and nine (9) feet maintained by the property owner.
    - vi) Trees shall not be planted in the right-of-way.

| Table 7.7: Individual Residential Lot Landscape |                 |                          |                |
|-------------------------------------------------|-----------------|--------------------------|----------------|
| Zoning District                                 | Number of Trees | Minimum Number of Shrubs | Front Yard Sod |
| AG                                              | 3               | 12                       | no             |
| R1                                              | 3               | 12                       | no             |
| R2                                              | 2               | 10                       | yes            |
| SFA                                             | 2               | 10                       | yes            |

For PUDs, single-family residential developments shall comply with the requirements of the zoning district most closely reflective of the density of development contained in this subsection.

- 8) **STREET TREE PLANTING REQUIREMENT.** The following are street tree planting requirements for all districts:
- a) **Requirements.** Trees along public streets shall be planted in such a manner, type, quality and location as approved by the Planning & Zoning Commission and the same requirement shall apply to all streets with or without undeveloped frontage.
    - i) One (1) street tree shall be placed every forty (40) to sixty (60) feet outside of the right-of-way per the City Engineer, but within five (5) feet of the edge of the right of way in order to contribute to the streetscape.
    - ii) The tree location is to be at least twenty (20) feet from fire hydrants or utility poles.
    - iii) A suitable tree is to be used when planting under or within ten (10) lateral feet of overhead utility wires which will not affect the transmission or service of overhead utility services, subsurface drains, driveways, sidewalks, and underground utilities. Refer to *Table 7.12: Trees for Planting on Streets and Highways that Minimize Conflict with Overhead Utilities* for suitable trees.
    - iv) The developers shall be required to maintain the trees for one (1) year after the trees are planted and shall replace any tree which dies within such one (1)-year guarantee period. Upon completion of a street planting, the landscape contractor shall contact the Director or his/her designee for a preliminary inspection. The guarantee period shall begin after the approval by the Planning Director. A final inspection shall be made at the end of the guarantee period. All trees not exhibiting a healthy, vigorous growing condition, as determined by the City's inspection, shall be promptly replaced at the expense of the developer.
    - v) **Replacement Trees.** A person who removes, damages or causes to be removed a public tree from tree lawn or other public place shall be required to replace the tree at his or her own expense. The replacement tree shall be a species from *Table 7.13: Trees for Planting on Streets, Highways, and Parking Lots* or *Table 7.14: Trees for Planting on Streets and Highways that Minimize Conflict with Overhead Utilities*.
- 9) **RETENTION POND LANDSCAPING.** Shrubs and emergent vegetation are encouraged to be planted on pond perimeters. These plants may be exempt from minimum required plant sizes set forth in *Subsection 7.05(5)*. The use of this plant material is more desirable than nonnative manicured turf in order to provide color, filter runoff, limit waterfowl, and improve water quality.
- a) Choose plant material that is native to Georgia.
  - b) Pond edge seed mixes are available from local suppliers. Pond edge landscaping may also be established from seed.
  - c) Maintenance shall be consistent as it may take up to three (3) years to mature.
  - d) Plant denser ground covers around outfall and drainage outlets to control erosion and stabilize the ground.
- 10) **WASTE CONTAINERS/ RECYCLING CONTAINERS / SERVICE STRUCTURES SCREENING REQUIREMENTS.** WITH the exception of single-family residential districts, no owner, tenant or occupant of any lot in any district may store, place, or keep, or permit to be stored, placed or kept on that lot, any combination of dumpsters, compactors, grease dumpsters or any other waste or garbage containers (hereinafter referred to as "containers"), that exceed a total of one-hundred twenty (120) gallons in

capacity, outside an enclosed building, except for collection purposes as is otherwise permitted in this Ordinance, unless the following conditions are met.

- a) The containers shall be located on a concrete pad that is enclosed by a three-sided structure constructed of masonry construction or wood sufficient to provide complete visual screening of the containers to a height of twelve (12) inches above the top of the containers. The unit shall be constructed with materials similar to the principal structure. The structures shall not be located closer than twenty (20) feet from any dwelling on an adjacent residential lot. The structure shall not project into or be located on a front or side yard. It may be located in a rear yard but shall be not less than five (5) feet from any rear or side lot lines. On corner lots the enclosure can sit no closer to the street than the building itself.
  - b) Any service structure that can be seen from the first floor of a residence or from any street shall be screened. Structures may be grouped together; however, screening height requirements shall be based upon the tallest of the structures. "Service Structures" shall include, but not be limited to: loading docks, propane tanks, dumpsters, electrical transformers, utility vaults which extend above ground, ground-mounted utility equipment and any electrical or other equipment or elements providing service to a building or a site.
    - i) Location of screening. There shall be a continuous planting, hedge, fence or wall of earth, having one-hundred percent (100%) opacity, which would enclose any service structure on all sides, unless such structures must be frequently moved or accessed, in which case screening on all but one side is required. The average height of the screening material shall be six (6) feet or one (1) foot greater than the height of the enclosed structure, whichever is greater, but shall not, in any case, be required to exceed ten (10) feet in height.
      - (1) Whenever a service structure is located next to a building wall, perimeter landscaping material, or off-street parking area landscaping material, such walls or screening material may fulfill the screening requirement set out in *Subsection 7.05(6)*. Whenever service structures are screened by plant material, such material may count towards the fulfillment of required interior or perimeter landscaping. Whenever a service structure is screened by a wall or fence, such wall or fence shall be constructed of the same materials as the building which it services.
    - ii) Curbs to protect screening material. Whenever screening material is placed around any dumpster or waste collection unit which is emptied or removed mechanically on a regularly occurring basis, a curb to contain the placement of the container shall be provided within the screening material on those sides where there is such material. The curbing shall be at least one (1) foot from the material and shall be designed to prevent possible damage to the screening when the container is moved or emptied.
  - c) If the opening of the unit is in sight of the public right-of-way, it shall be covered by a door constructed of a solid material which shall remain closed when not in use, and it shall be maintained in good condition.
- 11) MECHANICAL EQUIPMENT BUFFERING STANDARDS. Mechanical equipment materials and buffering standards applicable to the multifamily residential and nonresidential zoning districts:
- a) Ground Level. All outdoor storage areas for completed products manufactured on-site, production materials, building-mounted utilities, outdoor refrigeration units and mechanical



equipment located on the ground shall be screened consistent with the following requirements. In no instance shall this be interpreted as applying to merchandise for sale that is temporarily or seasonally placed outdoors.

- i) **Fencing.** A minimum six (6) feet tall, one-hundred percent (100%) opaque fence of wood, brick, or stone construction shall completely screen the area from the view of public streets and adjacent properties. Opaque six (6) feet tall gates shall be provided to access the facility. The gates shall generally remain closed, except when immediate access to the area is required.
  - ii) **Landscape Screening.** Evergreen planting shall be provided around the exterior perimeter of the required fencing.
    - (1) Evergreen shrubs shall be a minimum of two (2) feet tall at the time of planting, and planted at a maximum of three (3) feet on center. Wider spacing may be permitted depending on the species and upon approval of the Director.
  - b) **Roof-mounted.** All roof-top equipment, such as HVAC units, shall be screened from the view of all public streets by parapets, dormers, or other screens. The material of all such screens shall be consistent with the exterior materials used on the facade of the structure.
- 12) **BUFFER YARD REQUIREMENTS.** The following requirements shall pertain to buffering a new use from an existing adjacent use or district as described below. The purpose of these buffering and screening standards is to lessen the potential conflicts between the possible uses in one zoning district and those uses in adjacent districts through the use of setbacks and landscaping. The potential degree of conflict between the uses determines the extent of the buffer required.
- a) **Applicability.**
    - i) Screening areas shall be provided for the purpose of minimizing the friction between incompatible land uses and improving the aesthetic and functional quality of new development;
    - ii) Where vegetative and/or topographic conditions that provide a natural screening and buffer exist prior to development of properties in question, every effort shall be made to retain such conditions. In such cases, additional screening may not be required, provided that provision is made for maintenance of such areas; and
    - iii) The Planning & Zoning Commission may waive the requirement for a wall, fence or greenbelt if equivalent screening is provided by existing or planned parks, parkways, and recreation areas or by topography or other natural conditions.
  - b) **Buffer Yard Standards.** The buffer yard standards only apply along the property lines where the two dissimilar uses or zoning classifications meet as specified in *Table 7.8: Applicable Buffer Yard Types*. The required buffer yards shall be installed despite the presence of streets, alleys, and other features. Existing mature vegetation may be credited towards required buffering. When a dissimilar land use locates next to an established residential land use within the same zoning classification, buffering and screening standards per *Table 7.9: Buffer Yard Types Description* for Buffer Yard Type 2 shall apply.
    - i) **Responsibility.** The developer or owner of the property being developed or otherwise changed in use is responsible for installing the buffer yard at the time of that development

or change. The adjacent property owner shall not have to participate in installing the buffer yard.

- ii) **Buffer Yard Location.** All required buffer yard areas shall be provided entirely on the subject property and shall be in addition to setbacks required by this Ordinance.
  - iii) **Planting Location.** Required buffer yard trees may be placed either at regular intervals or in irregular patterns representing a natural landscape. However, no two (2) buffer yard trees (excluding evergreen trees) shall be placed closer than twenty (20) feet to one another. No buffer yard or required landscape materials shall be placed within any easement, right-of-way, or septic field.
  - iv) **Tree Size.** All broadleaf / deciduous trees must have at least a two and one-half (2½) inch caliper measured at six (6) inches above the top of the rootball, and all evergreen conifers must be a minimum of four (4) feet in height measured from the top of the rootball when planted.
  - v) **Ground Cover.** All portions of the buffer yard not planted with trees, shrubs or other landscaped materials shall be covered with grass or other ground-covering vegetation. Landscaping stone or other non-vegetative surfaces may not be substituted for ground-covering vegetation unless otherwise approved by the Director.
  - vi) **Application.** No landscaping required by this section may be used to satisfy the minimum requirements of any other provisions of this Ordinance unless approved by the Director.
  - vii) **Maintenance.** All landscape materials must be properly maintained, and kept in a neat and orderly appearance, free from all debris and refuse.
    - (1) All plant material which is unhealthy or dead, in the opinion of the Community Development Director, shall be replaced by the end of the next spring or fall planting season.
    - (2) Landscape materials are intended to grow, spread and mature over time. Pruning, limbing-up, topping and other growth-inhibiting measures may only be used to ensure the public safety and/or health of the vegetation.
  - c) **Buffer Yard Widths.** The buffer yard requirement shall not be included as part of the minimum setback requirements unless approved by the Director. Plant material shall be selected from *Tables 7.13 - 7.20* unless approved by the Director.
- 13) **MODIFICATION.** The Planning & Zoning Commission shall have the authority to modify any of the requirements of this section in accordance with *Subsection 2.02(9)(a) ix*.

| Table 7.8: Applicable Buffer Yard Types |     |                             |    |    |     |     |     |                            |     |    |    |     |                            |    |
|-----------------------------------------|-----|-----------------------------|----|----|-----|-----|-----|----------------------------|-----|----|----|-----|----------------------------|----|
|                                         |     | New Residential Development |    |    |     |     |     | New Commercial Development |     |    |    |     | New Industrial Development |    |
|                                         |     | AG                          | R1 | R2 | SFA | MF1 | MF2 | CBD                        | CMU | C1 | C2 | OMI | I1                         | I2 |
| Existing Residential                    | AG  | -                           | 1  | 1  | 2   | 3   | 3   | 3                          | 3   | 3  | 4  | 3   | 4                          | 4  |
|                                         | R1  |                             | -  | 1  | 2   | 3   | 3   | 3                          | 3   | 3  | 4  | 3   | 4                          | 4  |
|                                         | R2  |                             |    | -  | 1   | 2   | 3   | 3                          | 3   | 3  | 4  | 3   | 4                          | 4  |
|                                         | SFA |                             |    |    | -   | 1   | 2   | 3                          | 3   | 3  | 3  | 3   | 4                          | 4  |
|                                         | MF1 |                             |    |    |     | -   | 1   | 2                          | 2   | 2  | 3  | 2   | 3                          | 4  |
|                                         | MF2 |                             |    |    |     |     | -   | 2                          | 2   | 2  | 3  | 2   | 3                          | 4  |
| Existing Commercial                     | CBD |                             |    |    |     |     |     | -                          | 1   | 1  | 1  | 1   | 3                          | 4  |
|                                         | CMU |                             |    |    |     |     |     |                            | -   | 1  | 1  | 1   | 3                          | 4  |
|                                         | C1  |                             |    |    |     |     |     |                            |     | -  | 1  | 1   | 2                          | 4  |
|                                         | C2  |                             |    |    |     |     |     |                            |     |    | -  | 1   | 2                          | 4  |
|                                         | OMI |                             |    |    |     |     |     |                            |     |    |    | -   | 2                          | 4  |
| Existing Industrial                     | I1  |                             |    |    |     |     |     |                            |     |    |    |     | -                          | 3  |
|                                         | I2  |                             |    |    |     |     |     |                            |     |    |    |     |                            | -  |

When a dissimilar land use locates next to an established residential land use within the same zoning classification, buffering and screening standards per Table 7.7: Buffer Yard Types Description for Buffer Yard Type 2 shall apply.

**Table 7.9: Buffer Yard Types Description**

|               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Type 1</b> | Buffer width - Ten (10) feet. Any combination of materials selected from the Landscape Materials Categories listed in Table 7.8: Unit Value of Landscaping Material which equals or exceeds a unit value of 3.0 for each one hundred (100) linear feet, along any exterior roadway, and unit value or 2.0 for each one hundred (100) linear feet of adjoining property (developed or undeveloped), provided that at least fifty percent (50%) of the unit value shall be derived from deciduous shade trees (overstory).                                                                                                                                                     | <b>Type 3</b> | Buffer width - Thirty (30) feet. Any combination of materials selected from the Landscape Materials Categories listed in Table 7.8: Unit Value of Landscaping Material which equals or exceeds a unit value of 5.0 for each one hundred (100) linear feet, along any exterior roadway, and unit value or 4.0 for each one hundred (100) linear feet of adjoining property (developed or undeveloped), provided that at least ten percent (10%) of the unit value shall be derived from Deciduous Shade Trees (overstory) or deciduous ornamental trees (understory). A minimum fifty percent (50%) of the trees and shrubs shall be evergreen species. Earthen mounds shall be incorporated into the buffer yard design.                                                                                                 |
| <b>Type 2</b> | Buffer width - Twenty (20) feet. Any combination of materials selected from the Landscape Materials Categories listed in Table 7.8: Unit Value of Landscaping Material which equals or exceeds a unit value of 4.0 for each one hundred (100) linear feet, along any exterior roadway, and unit value or 3.0 for each one hundred (100) linear feet of adjoining property (developed or undeveloped), provided that at least twenty-five percent (25%) of the unit value shall be derived from deciduous shade trees (overstory). A minimum fifty percent (50%) of the trees and shrubs shall be evergreen species. Earthen mounds are encouraged to gain additional height. | <b>Type 4</b> | Buffer width - Seventy-five (75) feet. The buffer yard shall contain an opaque fence/wall a minimum of eight (8) feet in height. An undulating earthen mound may be substituted but the average maintained height with plant material shall be eight (8) feet. Any combination of materials selected from the Landscape Materials Categories listed in Table 7.8: Unit Value of Landscaping Material which equals or exceeds a unit value of 5.0 for each one hundred (100) linear feet, along any exterior roadway, and unit value or 4.0 for each one hundred (100) linear feet of adjoining property (developed or undeveloped). Seventy-five percent (75%) of the unit value shall be derived from evergreen trees. Fifty percent (50%) of required landscaping shall be on the adjacent property side of the fence. |

**Table 7.10: Unit Value of Landscape Material**

| <b>Time of Planting</b>                                             | <b>Value</b> |
|---------------------------------------------------------------------|--------------|
| Diciduous Tree (Overstory) (2 <sup>1/2</sup> " caliper)             | 0.75         |
| Evergreen Tree (9' tall)                                            | 0.75         |
| Deciduous Ornamental Tree (Understory) (1 <sup>1/2</sup> " caliper) | 0.50         |
| Evergreen Tree (4' tall)                                            | 0.50         |
| Evergreen Shrub - Narrow Spread (4" tall)                           | 0.25         |
| Hedge Plant (24" - 30" tall)                                        | 0.05         |
| Earthen Mound (3' tall)                                             | 0.50         |
| Earthen Mound (6' tall)                                             | 1.00         |
| Earthen Mound (9' tall)                                             | 1.50         |

**Sec. 7.06 – TREE CONSERVATION****1) TREE DENSITY REQUIREMENTS**

- a) Use of tree units. The landscaping requirements of this Article regarding the preservation or planting of trees is expressed in terms of "tree units" rather than the number of trees or tree canopy. This approach provides the applicant with wide latitude of choice as to the number and



sizes of trees to be planted, and their distribution following aesthetic landscaping practices, while achieving a common standard on all properties.

- b) **Establishment of tree unit values.** The diameter of a tree's trunk establishes the "tree unit" value of an existing tree, as shown on *Table 7.10: Unit Value of Landscape Material*, or for a newly planted tree as shown on *Table 7.11: Tree Units for Existing Trees*.
- i) The values assigned to trees of the same size are different for existing and new trees, as indicated in the table. One "unit" is not the same as one "tree."
  - ii) Actual tree diameters or calipers are to be rounded to the nearest whole number for the calculation of tree unit values (e.g., 4.5 inches in diameter = 5 inches).

| <b>Table 7.11: Tree Units for Existing Trees</b>                   |                   |                      |                      |
|--------------------------------------------------------------------|-------------------|----------------------|----------------------|
| <b>Tree Diameter</b>                                               | <b>Tree Units</b> | <b>Tree Diameter</b> | <b>Tree Units</b>    |
| 2                                                                  | 0.0               | 21                   | 4.8                  |
| 3                                                                  | 0.0               | 22                   | 5.0                  |
| 4                                                                  | 0.6               | 23                   | 5.2                  |
| 5                                                                  | 0.8               | 24                   | 5.4                  |
| 6                                                                  | 1.0               | 25                   | 5.6                  |
| 7                                                                  | 1.2               | 26                   | 5.8                  |
| 8                                                                  | 1.3               | 27                   | 6.0                  |
| 9                                                                  | 1.5               | 28                   | 6.2                  |
| 10                                                                 | 1.7               | 29                   | 6.4                  |
| 11                                                                 | 1.9               | 30                   | 6.6                  |
| 12                                                                 | 2.1               | 31                   | 7.2                  |
| 13                                                                 | 2.3               | 32                   | 7.8                  |
| 14                                                                 | 3.0               | 33                   | 8.4                  |
| 15                                                                 | 3.3               | 34                   | 9.0                  |
| 18                                                                 | 4.2               | 37 or greater        | 12.0 + 1.0 each inch |
| Note: Minimum DBH to receive credit for existing tree is 4 inches. |                   |                      |                      |

| <b>Table 7.12: Tree Units for New (Replacement) Trees</b> |                   |                      |                    |
|-----------------------------------------------------------|-------------------|----------------------|--------------------|
| <b>Tree Diameter</b>                                      | <b>Tree Units</b> | <b>Tree Diameter</b> | <b>Tree Units</b>  |
| Seedlings                                                 | 0.0               | 9                    | 1.3                |
| 1                                                         | 0.0               | 10                   | 1.5                |
| 2                                                         | 0.3               | 11                   | 1.7                |
| 3                                                         | 0.4               | 12                   | 1.9                |
| 4                                                         | 0.5               | 13                   | 2.2                |
| 5                                                         | 0.6               | 14                   | 2.5                |
| 6                                                         | 0.7               | 15                   | 2.8                |
| 7                                                         | 0.9               | 16                   | 3.1                |
| 8                                                         | 1.1               | 17+                  | 3.5 + 0.5 for each |

c) Tree unit values for specimen trees or tree stands.

## i) Specimen trees and specimen tree stands; defined.

**Specimen Tree** means any tree which qualifies for special consideration for preservation due to size, type and condition, as follows:

- (1) Any tree in fair or better condition which equals or exceeds the following Diameter at Breast Height (DBH) sizes:
  - (a) 28-inch DBH—Overstory hardwoods such as oaks, hickories, yellow poplars, sweetgums, etc.
  - (b) 12inch DBH—Understory small trees such as dogwoods, redbuds, sourwoods, etc.
  - (c) 30-inch DBH - Pine trees (all species)
- (2) A tree in fair or better condition must meet the following minimum standards:
  - (a) A life expectancy of greater than fifteen (15) years.
  - (b) A structurally sound trunk, not hollow and having no extensive decay, and less than 20 percent radial trunk dieback.
  - (c) No more than one major and several minor dead limbs (hardwoods only).
  - (d) No major insect or pathological problem.
- (3) A lesser sized tree can be considered a specimen tree if it is a rare or unusual species, of exceptional or unique quality, or of historical significance, subject to approval of the Community Development Director or their designee.
- (4) A lesser size tree can be considered a specimen tree if it is specifically used by a builder, developer, or design professional as a focal point in a landscape project, subject to approval of the Community Development Director or their designee.

**Specimen Tree Stand** means a contiguous grouping of trees which has been determined to be of high value in the opinion of the Community Development Director or their designee. Determination is based upon the following criteria:

- 1) A relatively mature, even-aged stand.
- 2) A stand with purity of species composition or of a rare or unusual nature.
- 3) A stand of historical significance.
- 4) A stand with exceptional aesthetic quality.
  - ii) The tree unit values shown in *Table 7.10: Tree Units for Existing Trees*, may be increased by 100% for an existing tree that meets the definition of a "specimen tree" or for a "specimen tree stand" as defined herein, provided that extraordinary measures as needed are taken to protect the tree and assure its survival. Such measures may include but are not limited to the provision of tree wells, retaining walls, aeration, or supplementary irrigation, as applicable to the site of the tree and as approved by the Director.

## 2) TREE DENSITY STANDARDS

- a) Tree Retention. On each property for which a Tree Preservation and/or Replacement Plan is required, existing trees shall be retained and new trees shall be planted such that the property shall attain or exceed a Tree Density Standard as follows:
  - i) Residential – Sixteen (16) Tree Density Units per acre,
  - ii) Office/Commercial/Mixed-use – Sixteen (16) Tree Density Units per acre,
  - iii) Industrial – Sixteen (16) Tree Density Units per acre.

- b) Distribution. Trees, both existing and new, shall be reasonably distributed throughout the site, with emphasis on tree groupings to achieve aesthetic results following professional landscaping standards. Trees, including street trees, may be retained or planted for credit within a public street right-of-way.
- c) Trees in Stream Buffer. Trees located in a stream buffer may be counted toward fulfilling the Tree Density Standard provided the acreage within the stream buffer is included in the calculations used to fulfill the Tree Density Standard.
- d) Easement Exclusion. Properties possessing natural gas, petroleum or electric power transmission easements, or major sanitary sewer main (greater than 8 inches in diameter) or water main (greater than 16 inches in diameter) distribution easements, may exclude the land area contained in the easement from the total acreage of the property in fulfilling the Tree Density Standard provided that no improvements (e.g. parking lots, tennis courts, driveways, greenways, storm water detention facilities, etc.) are proposed within the easement. If any improvements are proposed within the easement, then the land area so used within the easement for the improvements, plus an additional 10-feet of land area surrounding the improvements, shall be included in the total acreage of the property to fulfill the Tree Density Standard.
- e) Lake and Pond Exclusion. Properties with a lake or pond may exclude the land area contained in the lake or pond from the total acreage of the property in fulfilling the Tree Density Standard.

### 3) TREE DENSITY STANDARD CALCULATION

The Tree Density Standard shall be calculated by summing the credits and dividing the sum by the total acreage of the project included within the limits of the permit application. For parcels larger than ten (10) acres, where more than sixty (60%) percent of the total lot area is being disturbed, the Community Development Director can authorize a collection of sample areas to assess the tree density threshold for a particular development or parcel. One 50'x50' sample area may be required for every three (3) acres of disturbed land, and must be demarcated, inspected, and approved by the Director as being a representative sample.

### 4) QUALIFIED TREE AND BUSH SPECIES TABLES

- a) The City Council shall maintain a list of tree species approved for conservation and planting within the city as well as those not recommended. The list shall be known as the city's Community Tree Species list, included as *Tables 7.13 through 7.20* of this chapter. The tree species list includes the mature size category of each species, notations on which species may be planted beneath utility lines, and other species characteristics.
- b) The list is maintained by the City Council and may change without notice to incorporate results of research and experience with individual species and is available from the Community Development Department.

### 5) PERMEABLE SURFACES UNDER TREE DRIPLINES

The minimum permeable surface area requirements under tree driplines are as follows.

- a) For conserved trees in residential zones no more than twenty (20%) percent of the dripline can be encroached upon by impermeable surfaces provided the remaining area is mulched.
- b) For planted trees in all zones the amount of permeable surface area required shall be based upon the mature tree size category on the Community Tree Species List, found in *Tables 7.13 to 7.20*, as follows:
  - i) Large trees: 640 square feet;

- ii) Medium trees: 360 square feet;
    - iii) Small trees: 160 square feet.
  - c) For planted trees the dripline shall be mulched.
- 6) TREE PROTECTION
- a) Conserved trees. All conserved trees shall be actively protected during the development process and passively protected throughout the life of the development. The entire tree, including the crown, trunk, and roots, and the critical root zone, shall be protected.
  - b) Minimum tree protection measures. Active tree protection shall consist of, at a minimum, establishing a tree protection zone around each tree or grouping of trees by the installation of fencing at the outer edge of the dripline or Critical root zone, whichever is greater. Minimum tree protection measures for boundary trees, existing on adjacent properties, whose critical root zones extend onto the project site is mandatory.
    - i) No more than twenty-five (25) percent of a boundary tree's mature crown or one-third (1/3<sup>rd</sup>) of a young tree's canopy shall be removed in one season.
    - ii) Pruning of conserved trees should only be done by an ISA (International Society of Arboriculture) certified arborist.
    - iii) Tree protection fencing and tree protection area signs shall be installed after the issuance of a disturbance Permit and prior to any land disturbance activity or building activity.
      - (1) Tree protection fencing shall be four feet high, made of orange high-visibility polypropylene, and erected with sturdy wooden or metal posts around the tree protection zone. A heritage tree, or a significant species tree, as determined by the Director, may require increased protection. Methods and extent of increased protection will be as directed by the Director.
      - (2) Signs shall be fabricated out of a sturdy material, shall be waterproof, and contain the following legible text in English and Spanish: "TREE PROTECTION AREA, ENTRY PROHIBITED." The signs shall be a minimum of 8.5 × 11 inches, shall be placed on a sturdy post a minimum of thirty (30) inches off the ground, and shall be spaced a maximum of 50 feet apart.
      - (3) Tree protection fencing and signage shall remain in good condition throughout the development and construction processes, and shall only be removed after the final plat approval or a certificate of occupancy has been issued.
  - iv) Encroachment into the tree protection area shall result in the loss of Tree Density Unit credit for preserved trees.
  - v) The critical root zone within the tree protection area shall be mulched with a minimum of three inches and not more than five inches of organic mulch such as pine straw, wood chips, tree leaves, or compost, for a minimum of three years, or prior to issuance of the final certificate of occupancy for the project, whichever occurs last.
  - vi) The Community Development Director or their designee may require the installation of additional tree protection measures to insure survivability of conserved trees.
  - c) Prohibited activities. Within the tree protection areas, without proper authorization or permit the following activities shall be prohibited:
    - i) Vehicle traffic or parking;
    - ii) Materials or equipment storage;
    - iii) Soil disturbance;



- iv) Soil excavation;
  - v) Removal of topsoil;
  - vi) Trenching;
  - vii) Soil fill;
  - viii) Change in soil pH;
  - ix) Change in soil drainage;
  - x) Equipment washouts or disposal (including concrete);
  - xi) Fires;
  - xii) Chemical or trash disposal;
  - xiii) Other activities harmful to the trees as determined by the Community Development Director or their designee;
  - xiv) Encroachment into tree save area; and
  - xv) Destruction or removal of trees.
- d) Planted trees. All planted trees shall be actively protected during the development process and passively protected throughout the life of the development. The entire tree, including the crown, trunk, and roots, and the critical root zone, shall be protected.
- e) Existing trees in construction zones. All trees that are outside the formal tree protection zone(s) as outlined in the Tree Protection and Replacement Plan and are equal to or greater than twelve (12) inches DBH, and are in areas where construction will occur inside the crown of the tree shall be required to have an enhanced protection program. In order to maximize the ability of the selected trees to survive construction the proposed program will include the following steps.
- i) The tree will be surveyed and located with the species and DBH noted and approximate crown diameter shown.
  - ii) Prior to the beginning of construction activities, the trees shall be inspected by a City Approved Arborist to determine their overall condition and ability to withstand construction activity around them.
  - iii) Should the City Approved Arborist determine that with a proper protection plan the tree would survive the construction activity the Arborist shall prepare a care plan for the tree. The plan may involve elements such as crown pruning, fertilization, irrigation, root pruning or other activities.
  - iv) The Contractor will be required to implement the Arborist's protection plan and to maintain the necessary activities to protect the tree until such time as the site construction is completed and accepted for maintenance by the property owner. The City Approved Arborist shall submit bi-weekly reports to the Contractor and the Department of Community Development during the construction process.
  - v) The owner of the property shall receive a twenty (20%) percent bonus credit for canopy coverage for all trees that are under the enhanced protection program.
  - vi) No land disturbing activity or construction activity, including, but not limited to, grading, digging, soil disturbance or other activity within the critical root zone of any boundary tree, is permitted that will deprive the boundary tree of continued viability as determined by a certified arborist.

- vii) The following parameters shall be followed when determining boundary tree viability interference:
    - (1) CRZ/TPZ nineteen (19%) percent or less impact and protected by tree protection, no arboricultural prescription required.
    - (2) CRZ/TPZ twenty (20%) percent — thirty-three (33%) percent impact but protected by tree protection (no structural root plate impact) provide arboricultural prescription with a plan for review by the city.
    - (3) CRZ/TPZ twenty (20%) percent — thirty-three (33%) percent impact and structural root plate has impact/not protected.
  - viii) The builder/developer/construction site property owner must submit a boundary tree agreement signed by the tree owner/co-owner and notarized giving permission for the tree that has construction impact to be treated or removed (see Community Development Department for the city boundary tree agreement). The minimum time length of the boundary tree agreement shall be three (3) years. The receipt for the paid arboricultural prescription and signed agreement will need to be submitted with the plans for review.
    - (1) The builder/developer/construction site owner must make at least three attempts to contact the owner of the boundary tree to enact a boundary tree agreement. The first two attempts may be in person or via telephone. The third attempt must be in the form of a written letter sent certified, return receipt requested to the property owner's address of record in the Carroll or Douglas County Tax Database. If there is no response to any of the attempts, the builder/developer/construction site owner shall provide evidence to the city of the attempts at contact in addition to the arboriculture prescription for the affected tree.
    - (2) If no boundary tree agreement is reached, the affected tree shall not be removed but shall be protected during development based on this chapter and in accordance with the arboriculture prescription.
    - (3) A boundary tree bond or escrow account may be required based on the arboricultural prescription depending on the impact to a boundary tree covered under a boundary tree agreement.
    - (4) A boundary tree bond or escrow account shall be required where a boundary tree agreement cannot be reached.
    - (5) A boundary tree bond or escrow shall be one-hundred and twenty-five (125%) percent of the cost of removal and replacement of the tree(s) affected and will be held for three years by the city. The property owner of the affected tree(s) may apply to the city for the escrow funds to remove and replace the tree(s) during the three-year escrow period. If the boundary tree(s) is/are deemed healthy at the end of the three-year period by an Arborist, the developer may apply to the City for a refund of the original amount of escrow.
    - (6) The site/landscape plans cannot be approved without signed boundary tree agreement(s) or proof of attempts to contact the boundary tree owner in an attempt to reach a boundary tree agreement in addition to an arboriculture prescription where needed.
- 7) SEASONAL PLANTING.

Final plat approval or a certificate of occupancy may be issued prior to the establishment of trees planned to meet the tree canopy cover requirements, if the Community Development Director or their designee

determines that the season is inappropriate for planting. In such cases the trees shall be planted by the last day of February following the date of issuance of the certificate of occupancy or final plat approval. If they have not been planted by the last day of February following the issuance of the certificate of occupancy or final plat approval, the permit holder shall be considered to be in violation of the provisions of this article.

#### 8) TREE BANK

The intent of the requirements of this Section is to ensure that a minimum number of trees are replaced and/ or preserved on newly developed or redeveloped sites. The Tree Bank is an alternative option and may be used only in the event the site tree density or recompense tree requirement cannot be met on-site due to hardship. Hardship must be documented by the developer and presented to the Director before the Tree Bank may be used. The Tree Bank provides two options, which are described in full below.

##### a) Option One, Planting Trees Off-site.

- i) Install an equal amount of required Tree Density Units in the form of an approved number of trees on an alternate site. In this case the following criteria shall be observed:
- ii) The technical Advisory Committee has identified alternate "Option One" sites. The Villa Rica Community Development Department has contacted the owners of these sites and these owners have expressed an interest in receiving trees from the Tree Bank. Persons wishing to use Option One should consult with the Zoning Administrator to see if their required tree density units can be located on one of these alternate sites. The developer may present the Zoning Administrator with alternate sites. Planting on individual residential lots is prohibited.
- iii) The developer shall submit a Tree Preservation and/or Tree Replacement Plan showing a location for the planted trees on the proposed site. The developer shall also provide calculations on the plan for tree density or recompense trees from the developed site. The site plan shall state the size, genus, species, and quantity of trees to be planted. Each tree must be two (2) caliper inches at a minimum. For trees in which double recompense is required each tree must be three (3) caliper inches at a minimum. Recompense calculations must be shown on plan.
- iv) If the proposed site is not one of the alternate sites, discussed above, an authorization from the title holder of the site indicating that the owner agrees to the planting of trees by the developer upon the site shall also be submitted along with the Tree Preservation and/or Tree Replacement Plan.
- v) Trees are to be maintained and guaranteed for one full year after planting by the developer. Any trees that die during the one-year time period must be replaced by the developer. Standards for transplanting shall be in keeping with those established by the International Society of Arboriculture, as included in the "Tree and Shrub Transplanting Manual," latest edition.

##### b) Option Two, Monetary Compensation for Trees.

- i) A developer may choose to provide the City with monetary compensation for trees. If this alternative for the development is chosen, then the following criteria shall be observed:
- ii) Provide tree density calculations on the Tree Preservation and/or Tree Replacement Plan. Show the total amount of Tree Density Units that cannot be met on-site.
- iii) Multiply the Tree Density Units that cannot be met on-site by the Monetary Compensation Value. The product of those two numbers shall be provided on the Tree Preservation and/or

- Tree Replacement Plan. Contact City approved certified arborist or landscape architect for the current Monetary Compensation Value.
- iv) Provide a certified check made payable to the City of Villa Rica in the amount of the product as listed in item ii. above and as provided on the Tree Preservation and/or Tree Replacement Plan. Submit the certified check to a Community Development Director or designee along with a copy of the approved Tree Preservation and/or Tree Replacement Plan.
  - v) The monies collected for the Tree Bank Option Two may be used by the City for the planting of trees at parks, greenways, fire stations, libraries, and other similar community facilities. Alternate planting locations may be approved by the Director.
- c) Standards for Administering these Alternative Compliance Methods.
- i) The Director must review and approve all requests for alternative compliance. In no instance shall the alternative compliance options be used to comply with any other ordinance requirement than the tree density or specimen tree requirement. The site development permit shall be issued after the Director has approved the request for either compliance option and received the necessary documentation and funds.
- d) Exclusions.
- i) Trees used to meet requirements for parking lots, landscape strips, street frontage buffers, or buffer replanting must be planted on site and are excluded from the Tree Bank procedures. Trees that are required to meet minimum Tree Density Units and/or recompense requirements can be contributed toward the Tree Bank in accordance with Option One or Option Two above.

#### Sec. 7.07 – REDEVELOPMENT SITES

- 1) For redeveloped sites the Department of Planning and Development strongly recommends the developer, authorized registered professionals, design professionals and staff schedule a pre-submittal meeting with the department to discuss the potential of the site and any issues that may be present on the site. **For the purposes of this chapter, a redeveloped site shall be considered any site that is not considered “developed” as defined within this ordinance.**
- 2) Redeveloped sites shall comply with the buffer and specimen tree requirements as set forth in this ordinance and provide compliance with parking lot, landscape strip and Tree Density Unit requirements.
- 3) Where the scope of a project results in disturbance, removal, and replacement of twenty-five percent ( $\leq 25\%$ ) percent or greater of the site area, a Tree Preservation and/or Tree Replacement Plan is required. The plan shall include the existing and proposed landscape conditions that verify compliance with this ordinance.
  - a) At a minimum the plan must show the following existing and proposed elements with intent to comply:
    - i) Buffers.
    - ii) Landscape strips.
    - iii) Parking lot trees.
    - iv) Tree Density Units.
    - v) Tree Save Areas.
  - b) Director shall review the proposed Tree Preservation and/or Tree Replacement Plan.



- 4) Disturbance on a redevelopment site shall include a building replacement where the footprint of the building counts toward the site disturbance.

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**Sec. 7.08 – TREE CONSERVATION, BUFFERS, AND LANDSCAPING COMPLIANCE**

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- 1) Tree Removal.
  - a) An application for a tree removal permit when land disturbing activity is involved shall comply with the following requirements.
    - i) Site inspections
      - (1) Authority.
        - (a) The Community Development Director or their designee has the authority to perform site inspections and enforce the provisions of this chapter.
      - (2) Visits to site for discussions regarding regulations.
        - (a) Prior to the issuance of a tree removal permit or right-of-way encroachment permit, a visit shall be made to the proposed site by the Community Development Director or their designee and the applicant for the purpose of discussing the provisions of this chapter.
        - (b) After a permit is issued and tree protection measures have been installed, and prior to any land disturbance, another site inspection shall be made by the Community Development Director or their designee.
        - (c) Another site inspection shall occur prior to the issuance of final plat approval or a certificate of occupancy. All provisions of this chapter shall be met before final plat approval or a certificate of occupancy can be issued.
        - (d) Other site inspections may take place without notice at any time prior to or after the issuance of a certificate of occupancy or final plat approval to ensure continuing compliance with the provisions of this chapter.
      - (3) Access by authorized representatives.
        - (a) No person, corporation or association shall refuse entry or access to any authorized representative or agent of the Community Development Director or their designee who requests entry for the purposes of inspection and who presents appropriate credentials, nor shall any person obstruct, hamper, or interfere with any such representative while in the process of carrying out their official duties.
- 2) Tree maintenance
  - a) The owner shall be responsible for maintaining the health of all conserved and new trees. The owner shall replace any new tree that dies within three years, or prior to issuance of the final certificate of occupancy for the project, whichever occurs last.
- 3) Penalties
  - a) Failure to obtain permit
    - i) If any person commences any land disturbing activity, tree destruction, tree cutting, tree removal or building activity requiring a tree removal permit without first obtaining said permit, the person shall be deemed to be in violation of the provisions of this chapter.
  - b) Violations
    - i) The owner of any property wherein a violation exists, and any builder, contractor, or agent who may have assisted in the commission of any such violation, may be chargeable with separate offenses for each such violation. Any person violating any of the provisions of this

chapter other than as hereinabove provided shall, upon conviction, be punished as prescribed in subsection (e) of this section. Each day during which such violation occurs or continues shall constitute and be punishable as a separate offense.

c) Stop work orders

- i) A stop work order may be issued by the Community Development Director or their designee for violation of any provision of this chapter. All stop work orders shall be effective immediately upon issuance and shall remain in effect until the necessary corrective action or mitigation has occurred and permission has been granted by the city to resume work. No certificate of occupancy or final plat approval shall be issued while a stop work order is in effect or until an assessed fine has been paid and permission has been granted by the city in writing for a certificate of occupancy or final plat approval.

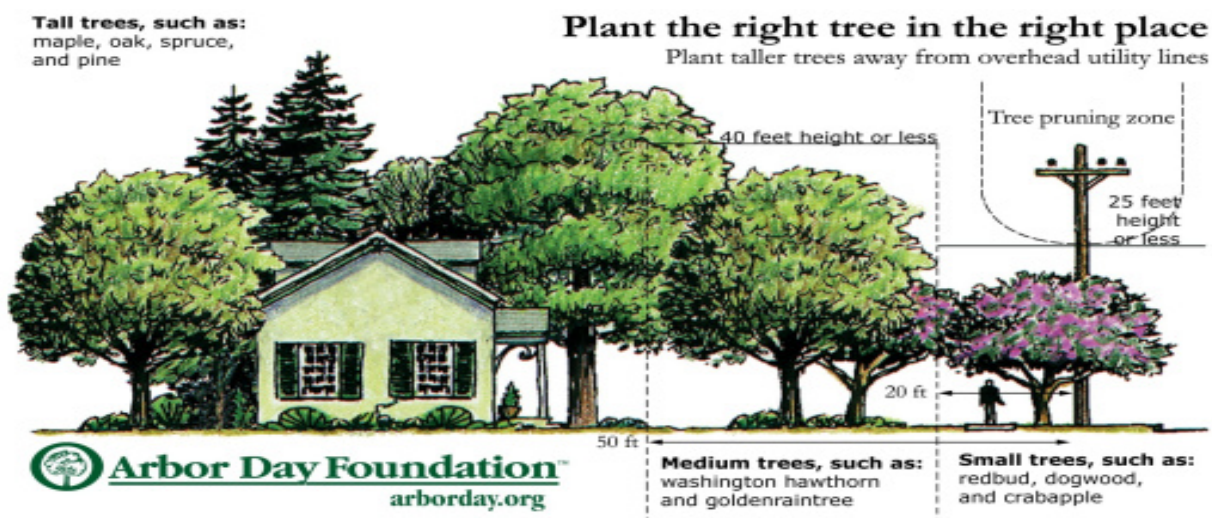
d) Responsibility

- i) The Community Development Director, or their designee is responsible for determining whether a violation has occurred. Violations may include, but are not limited to: failure to obtain a tree removal permit, deviation from the approved plan; failure to properly install tree protection structures; failure to maintain tree protection structures in effective condition; evidence of harmful activities occurring within the tree protection zone; improper planting; failure to conserve or establish the required tree canopy cover; unauthorized delay in tree planting; damage to a conserved or established tree's crown, trunk, roots, or critical root zone; and damage to a city tree's crown, trunk, roots, or critical root zone.

e) Monetary penalties

- i) Any person who violates any provision of this chapter, any permit condition, or who negligently or intentionally fails or refuses to comply with any order, notice of code violation or formal charge of violation which the Community Development Director or their designee issues as provided in this chapter shall be liable for a penalty of up to one-thousand (\$1,000.00) dollars per day for each violation of the provisions of this chapter. Each day that such failure or refusal continues shall constitute a separate violation.

Figure 7.3: Recommended Tree Type and Placement



| Table 7.13: Trees for Planting on Streets, Highways, and Parking Lots<br>(generally with high canopies, shade producing, hardy) |                            |      |               |               |
|---------------------------------------------------------------------------------------------------------------------------------|----------------------------|------|---------------|---------------|
| Botanic Name                                                                                                                    | Common Name                | Type | Mature Height | Tree Category |
| Acer campestre                                                                                                                  | Hedge Maple                | D    | 30'-40'       | Ornamental    |
| Acer Freemanii                                                                                                                  | Freeman Maple              | D    | 50'-60'       | Shade         |
| Acer rubrum                                                                                                                     | Red Maple                  | D    | 40'-60'       | Shade         |
| Acer saccharum                                                                                                                  | Sugar Maple                | D    | 50'-70'       | Shade         |
| Carpinus betulas 'Fastigiata'                                                                                                   | Upright European Hornbeam  | D    | 30'-40'       | Shade         |
| Carpinus caroliniana                                                                                                            | American Hornbeam          | D    | 25'-30'       | Ornamental    |
| Crataegus phaenopyrum                                                                                                           | Washington Hawthorn        | D    | 25'-30'       | Ornamental    |
| Ginkgo biloba (male only)                                                                                                       | Ginkgo                     | D    | 40'-60'       | Ornamental    |
| Gleditsia triacanthos inermis                                                                                                   | Thornless Honeylocust      | D    | 30'-60'       | Shade         |
| Gleditsia triacanthos 'Imperial                                                                                                 | Imperial Honeylocust       | D    | 30'-60'       | Shade         |
| Koelreuteria paniculata                                                                                                         | Golden Rain Tree           | D    | 30'-40'       | Shade         |
| Liquidamber styraciflua                                                                                                         | American Sweet Gum         | D    | 40'-60'       | Ornamental    |
| Liriodendron tulipifera                                                                                                         | Tulip Tree                 | D    | 70'-80'       | Shade         |
| Platanus x acerifolia 'Bloodgood'                                                                                               | Bloodgood London Planetree | D    | 70-85'        | Shade         |
| Pyrus calleryana 'Aristocrat'                                                                                                   | Aristocrat Pear            | D    | 35'-45'       | Shade         |
| Quercus alba                                                                                                                    | White Oak D 60'-80' Shade  | D    | 60'-80'       | Shade         |
| Quercus bicolor                                                                                                                 | Swamp White Oak            | D    | 40'-50'       | Shade         |
| Quercus coccinea                                                                                                                | Scarlet Oak                | D    | 60'-80'       | Shade         |
| Quercus palustris                                                                                                               | Pin Oak                    | D    | 50'-80'       | Shade         |
| Quercus phellos                                                                                                                 | Willow Oak                 | D    | 50'-70'       | Shade         |
| Quercus robur                                                                                                                   | English Oak                | D    | 50'-70'       | Shade         |
| Quercus rubra                                                                                                                   | Red Oak                    | D    | 40'-60'       | Shade         |
| Sorbus alnifolia                                                                                                                | Korean Mountain Ash        | D    | 20'-30'       | Ornamental    |
| Sorbus 'Aria'                                                                                                                   | White Beam Mountain Ash    | D    | 25'-40'       | Ornamental    |
| Taxodium distichum                                                                                                              | Bald Cypress               | D    | 50'-100'      | Shade         |
| Tillia americana Basswood                                                                                                       | Basswood Linden            | D    | 40'-60'       | Shade         |
| Tillia cordata 'Green Spine'                                                                                                    | Little-Leaf Linden         | D    | 40'-50'       | Shade         |
| Tillia tomentosa                                                                                                                | Silver Linden              | D    | 40'-50'       | Shade         |
| Zelkova serrata 'Village Green'                                                                                                 | Village Green Zelkova      | D    | 40'-60'       | Shade         |
| D = Deciduous E = Evergreen                                                                                                     |                            |      |               |               |
| Note: Several varieties of each species may be available and may substituted upon approval by the Director.                     |                            |      |               |               |

**Table 7.14: Trees for Planting on Streets and Highways that Minimize Conflict with Overhead Utilities**

| Botanic Name          | Common Name             | Type | Mature Height | Tree Category |
|-----------------------|-------------------------|------|---------------|---------------|
| Acer campestre        | Hedge Maple             | D    | 30'-40'       | Ornamental    |
| Carpinus caroliniana  | American Hornbeam       | D    | 25'-30'       | Ornamental    |
| Cercis canadensis     | Eastern Redbud          | D    | 20'-25'       | Ornamental    |
| Crataegus crus-galli  | Cockspur Hawthorn       | D    | 15'-25'       | Ornamental    |
| Crataegus phaenopyrum | Washington Hawthorn     | D    | 20'-25'       | Ornamental    |
| Malus hybrids         | Flowering Crabapple     | D    | 15'-30'       | Ornamental    |
| Prunus 'Newport'      | Newport Plum            | D    | 15'-20'       | Ornamental    |
| Prunus maackii        | Amur Chokecherry        | D    | 25'-30'       | Ornamental    |
| Prunus virginiana     | Chokecherry             | D    | 20'-25'       | Ornamental    |
| Sorbus alnifolia      | Korean Mountain Ash     | D    | 20'-30'       | Ornamental    |
| Sorbus "Aria"         | White Beam Mountain Ash | D    | 25'-40'       | Ornamental    |

D = Deciduous E = Evergreen

**Table 7.15: Ornamental Trees for Use in Site Interior or Buffer**

| Botanic Name                  | Common Name              | Type | Mature Height | Tree Category |
|-------------------------------|--------------------------|------|---------------|---------------|
| Acer ginnala                  | Amur Maple               | D    | 15'-20'       | Ornamental    |
| Acer griseum                  | Paperbark Maple          | D    | 20'-30'       | Ornamental    |
| Acer palmatum                 | Japanese Maple           | D    | 15'-20'       | Ornamental    |
| Amelanchier canadensis        | Juneberry                | D    | 30'-35'       | Ornamental    |
| Amelanchier grandiflora       | Apple Serviceberry       | D    | 25'-30'       | Ornamental    |
| Amelanchier laevis            | Allegheny Serviceberry   | D    | 25'-30'       | Ornamental    |
| Betula nigra                  | River Birch              | D    | 40'-60'       | Ornamental    |
| Betula papyrifera             | Paper Birch              | D    | 40'-60'       | Ornamental    |
| Cercidiphyllum japonicum      | Katsura Tree             | D    | 25'-40'       | Ornamental    |
| Cercis Canadensis             | Eastern Redbud           | D    | 20'-30'       | Ornamental    |
| Cornus kousa                  | Japanese Dogwood         | D    | 20'-25'       | Ornamental    |
| Cotinus coggyria              | Smoke Tree               | D    | 15'-20'       | Ornamental    |
| Magnolia loebneri             | Magnolia                 | D    | 12'-15'       | Ornamental    |
| Magnolia soulangiana          | Saucer Magnolia          | D    | 15'-20'       | Ornamental    |
| Magnolia stellata             | Star Magnolia            | D    | 10'-15'       | Ornamental    |
| Prunus sargentii 'Columnaris' | Columnar Sargent Cherry  | D    | 25'-30'       | Ornamental    |
| Prunus serrulata              | Oriental Cherry          | D    | 15'-25'       | Ornamental    |
| Prunus virginiana             | Canada Red Select Cherry | D    | 20'-25'       | Ornamental    |
| Salix matsudana 'Tortuosa'    | Corkscrew Willow         | D    | 25'-30'       | Ornamental    |

D = Deciduous E = Evergreen



| Table 7.16: Evergreen Trees for Use in Site Interior or Buffer |                            |              |                    |                      |
|----------------------------------------------------------------|----------------------------|--------------|--------------------|----------------------|
| Botanic Name                                                   | Common Name                | Type         | Mature Height      | Tree Category        |
| Abies Concolor                                                 | White Fir                  | E            | 30'-50'            | Evergreen            |
| <del>Cupressocyparis Leylandii</del>                           | <del>Leyland Cypress</del> | <del>E</del> | <del>60'-70'</del> | <del>Evergreen</del> |
| Picea abies                                                    | Norway Spruce              | E            | 50'-60'            | Evergreen            |
| Picea glauca densata                                           | Black Hills Spruce         | E            | 50'-60'            | Evergreen            |
| Picea omorika                                                  | Serbian Spruce             | E            | 50'-60'            | Evergreen            |
| Picea pungens                                                  | Colorado Spruce            | E            | 60'-75'            | Evergreen            |
| Picea pungens 'Glaucua'                                        | Colorada Blue Spruce       | E            | 60'-75'            | Evergreen            |
| Pinus nigra                                                    | Austrian Pine              | E            | 30'-60'            | Evergreen            |
| Pinus ponderosa                                                | Ponderosa Pine             | E            | 40'-50'            | Evergreen            |
| Pinus strobus                                                  | Eastern White Pine         | E            | 50'-100'           | Evergreen            |
| Tsuga canadensis                                               | Canada Hemlock             | E            | 60'-75'            | Evergreen            |
| D = Deciduous E = Evergreen                                    |                            |              |                    |                      |

| Table 7.17: Vines for Walls and Fences |                              |      |
|----------------------------------------|------------------------------|------|
| Botanic Name                           | Common Name                  | Type |
| Aristolochia durior                    | Dutchmans's Pipe             | D    |
| Campsis radicans                       | Trumpetvine                  | D    |
| Celastrus scandens                     | American Bittersweet         | D    |
| Clematis jackmanii                     | Clematis Hybrids             | D    |
| Clematis laguninos                     | Clematis Hybrids             | D    |
| Lonicera brownii                       | Dropmore Scarlet Honeysuckle | D    |
| Lonicera hechrottie                    | Everblooming Honeysuckle     | D    |
| Parthenocissus quinquefolia            | Virginia Creeper             | D    |
| Parthenocissus tricuspidata            | Boston Ivy                   | D    |
| D = Deciduous E = Evergreen            |                              |      |

| Table 7.18: Small Shrubs Approved for Screens, Hedges, and Specimen Planting |                        |      |               |
|------------------------------------------------------------------------------|------------------------|------|---------------|
| Botanic Name                                                                 | Common Name            | Type | Mature Height |
| Aronia melanocarpa                                                           | Black Chokeberry       | D    | 4'-6'         |
| Berberis thunbergii                                                          | Japanese Barberry      | D    | 3'-5'         |
| Buxus microphylla 'Koreana'                                                  | Korean Boxwood         | E    | 2'-3'         |
| Chaenomeles species                                                          | Flowering Quince       | D    | 2'-6'         |
| Cotoneaster divaricata                                                       | Spreading Cotoneaster  | D    | 5'-6'         |
| Euonymus fortunei                                                            | Euonymous              | E    | 4'-6'         |
| Hydrangea macrophylla                                                        | Nikko blue Hydrangea   | D    | 3'-4'         |
| Ilex crenata                                                                 | Japanese Holly         | E    | 3'-5'         |
| Mahonia aquifolium                                                           | Oregon Grape           | E    | 3'-6'         |
| Physocarpus opulifolius intermedius                                          | Dwarf Ninebark         | D    | 4'-5'         |
| Prunus glandulosa                                                            | Dwarf Flowering Almond | D    | 4'-6'         |
| Rhus aromatica                                                               | Fragment Sumac         | D    | 4'-6'         |
| Symphoricarpos alba                                                          | White Snowberry        | D    | 5'-6'         |
| Weigela florida                                                              | Flowering Weigela      | D    | 4'-5'         |
| Weigela vaniceki                                                             | Cardinal Shrub         | D    | 4'-5'         |
| D = Deciduous E = Evergreen                                                  |                        |      |               |

| Table 7.19: Large Shrubs Approved for Screens, Hedges, and Specimen Planting |                                       |              |                   |
|------------------------------------------------------------------------------|---------------------------------------|--------------|-------------------|
| Botanic Name                                                                 | Common Name                           | Type         | Mature Height     |
| Caragana arborescens                                                         | Siberian Peashrub                     | D            | 12'-15'           |
| Cornus alba, 'Elegantissima'                                                 | Variegated Dogwood                    | D            | 6'-10'            |
| Cornus alternifolia                                                          | Pagoda Dogwood                        | D            | 15'-20'           |
| Cornus sericea baileyi                                                       | Redtwig Dogwood                       | D            | 8'-10'            |
| Cotinus coggygria                                                            | Smoke Tree                            | D            | 8'-10'            |
| Cotoneaster acutifolius                                                      | Peking Cotoneaster                    | D            | 4'-8'             |
| Euonymus alatus 'compactus'                                                  | Burning Bush                          | D            | 7'-10'            |
| Forsythia intermedia Hybrids                                                 | Hybrid Forsythia                      | D            | 7'-10'            |
| Forsythia suspensa                                                           | Weeping Forsythia                     | D            | 8'-10'            |
| Hamamelis virginiana                                                         | Common Witch Hazel                    | D            | 10'-15'           |
| Hibiscus syriacus                                                            | Rose of Sharon                        | D            | 4'-12'            |
| Hydrangea arborescens 'Annabelle'                                            | Annabelle Hydrangea                   | D            | 4'-15'            |
| Hydrangea paniculata 'Grandiflora'                                           | Peegee Hydrangea                      | D            | 6'-10'            |
| Ilex meserveae                                                               | Blue Holly                            | E            | 6'-8'             |
| Ilex opaca                                                                   | American Holly                        | E            | 8'-15'            |
| Juniperus chinensis                                                          | Chinese Juniper                       | E            | 6'-15'            |
| Juniperus scopulorum                                                         | Rocky Mountain Juniper                | E            | 6'-15'            |
| Ligustrum amurense                                                           | Amur Privet                           | D            | 4'-8'             |
| Ligustrum 'Vicaryi'                                                          | Golden Vicary Privet                  | D            | 4'-12'            |
| Myrica pennsylvanica                                                         | Northern Bayberry                     | D            | 5'-10'            |
| Philadelphus coronarius                                                      | Sweet Mockorange                      | D            | 8'-10'            |
| Philadelphus virginialis                                                     | Minnesota Snowflake                   | D            | 6'-8'             |
| Picea glauca 'Conica'                                                        | Dwarf Alberta Spruce                  | E            | 6'-10'            |
| Prunus cistena                                                               | Cistena Plum                          | D            | 6'-8'             |
| Prunus triloba                                                               | Flowering Almond                      | D            | 8'-10'            |
| Rhamnus frangula                                                             | Alder Buckthorn                       | D            | 12'-15'           |
| Rhus glabra                                                                  | Smooth Sumac                          | D            | 8'-10'            |
| Rhus typhina                                                                 | Staghorn Sumac                        | D            | 8'-12'            |
| Salix caprea                                                                 | French Pussy Willow                   | D            | 15'-20'           |
| Sambucus canadensis                                                          | American Elderberry                   | D            | 6'-8'             |
| Shepherdia argentea                                                          | Silver Buffaloberry                   | D            | 5'-8'             |
| Sorbaria sorbifolia                                                          | Flase Spiraea                         | D            | 6'-8'             |
| Syringa chinensis                                                            | Chinese Lilac                         | D            | 6'-8'             |
| Syringa hyacinthiflora Hybrids                                               | Hybrid Canadian Lilac                 | D            | 8'-12'            |
| Syringa vulgaris                                                             | Common Lilac                          | D            | 8'-12'            |
| Syringa vulgaris Hybrids                                                     | Hybrids Hybrid French Lilac           | D            | 8'-12'            |
| Taxus cuspidata 'Capitata'                                                   | Upright Japanese Yew                  | E            | 10'-25'           |
| Taxus 'Hicksi'                                                               | Hick's Yew                            | E            | 10'-12'           |
| <del>Thuja occidentalis Hybrids</del>                                        | <del>Hybrids American Arbovitae</del> | <del>E</del> | <del>4'-15'</del> |
| Viburnum dentatum                                                            | Arrowwood Viburnum                    | D            | 0'-15'            |
| Viburnum lantana                                                             | Wayfaring Tree                        | D            | 8'-15'            |
| Viburnum lantago                                                             | Nannyberry                            | D            | 8'-15'            |
| Viburnum opulus                                                              | European Cranberry Bush               | D            | 10'-12'           |
| Viburnum placatum tomentosum                                                 | Doublefile Viburnum                   | D            | 8'-10'            |
| Viburnum prunifolium                                                         | Black Haw Viburnum                    | D            | 10'-12'           |
| Viburnum rhytidophyllum                                                      | Leatherleaf Viburnum                  | D            | 6'-15'            |
| Viburnum trilobum                                                            | American Cranberry Bush               | D            | 8'-12'            |

D = Deciduous E = Evergreen

| Table 7.20: Low Spreading Shrubs Approved for Borders, Parking Islands, and Groundcover |                         |      |               |
|-----------------------------------------------------------------------------------------|-------------------------|------|---------------|
| Botanic Name                                                                            | Common Name             | Type | Mature Height |
| Berberis mentorensis                                                                    | Mentor Barberry         | E    | 3'-4'         |
| Berberis thunbergii Hybrids                                                             | Japanese Barberry       | D    | 2'-4'         |
| Berberis verruculosa                                                                    | Warty Barberry          | E    | 2'-3'         |
| Buxus sempervirens                                                                      | Boxwood                 | E    | 2'-3'         |
| Cotoneaster apiculata                                                                   | Cranberry Cotoneaster   | D    | 2'-3'         |
| Cotoneaster horizontalis                                                                | Rockspray Cotoneaster   | D    | 1'-3'         |
| Daphne burkwoodii                                                                       | Burkwood Daphne         | D    | 3'-4'         |
| Duetzia gracilis                                                                        | Slender Duetzia         | D    | 2'-3'         |
| Euonymus fortunei 'Sarcxie'                                                             | Sarcxie Euonymus        | E    | 3'-4'         |
| Forsythia viridissima 'Bronxensis'                                                      | Dwarf Forsythia         | D    | 1'-2'         |
| Hypericon patulum                                                                       | St. John's Wort         | D    | 2'-3'         |
| Juniperus (spreading varieties)                                                         | Juniper                 | E    | 1'-3'         |
| Mahonia aquifolium 'Compacta'                                                           | Dwarf Oregon Grape      | E    | 2'            |
| Microbiota decussata                                                                    | Siberian Cypress        | E    | 1'            |
| Philadelphus virginialis                                                                | Miniature Snowflake     | D    | 2'-3'         |
| Picea abies 'Nidiformis'                                                                | Birdnest Spruce         | E    | 2'            |
| Picea abies 'Pumila'                                                                    | Dwarf Norway Spruce     | E    | 2'-3'         |
| Picea pungens 'Globosa'                                                                 | Blue Globe Spruce       | E    | 3'-4'         |
| Pinus mugo                                                                              | Mugho Pine              | D    | 3'-4'         |
| Potentilla fruticosa Hybrids                                                            | Bush Cinqufoil          | D    | 2'-3'         |
| Rhus aromatica 'Low Grow'                                                               | Low Grow Fragrant Sumac | D    | 1'-2'         |
| Ribes alpinum                                                                           | Alpine Currant          | D    | 3'-5'         |
| Spirea bumalda                                                                          | Spirea                  | D    | 2'-3'         |
| Spirea japonica                                                                         | Japanese Spirea         | D    | 2'-3'         |
| Spirea nipponica                                                                        | Nippon Spirea           | D    | 2'-3'         |
| Symphoricarpos orbiculatus                                                              | Coral Berry             | D    | 3'-4'         |
| Syringa patula 'Miss Kim'                                                               | Dwarf Korean Lilac      | D    | 3'-5'         |
| Taxus cupidata 'Nana'                                                                   | Dwarf Japanese Yew      | E    | 2'-3'         |
| Taxus media                                                                             | Spreading Yew           | E    | 2'-4'         |
| Thuja occidentalis 'Hetzii Midget'                                                      | Hetz Midget Arborvitae  | E    | 2'-3'         |
| Viburnum opulus 'Nana'                                                                  | European Cranberry Bush | D    | 1'-2'         |
| D = Deciduous E = Evergreen                                                             |                         |      |               |

| Table 7.21: Non-Qualifying Trees                                                                   |                             |                                             |
|----------------------------------------------------------------------------------------------------|-----------------------------|---------------------------------------------|
| Common Name                                                                                        | Botanical Name              | Negative Feature(s)                         |
| Boxelder                                                                                           | Acer negundo                | Aggressive, Shallow roots, Weak wood        |
| Norway Maple                                                                                       | Acer platanoides            | Invasive                                    |
| Silver Maple                                                                                       | Acer saccharinum            | Aggressive, Shallow roots, Weak wood        |
| Tree of Heaven                                                                                     | Ailanthus altissima         | Seeds, Suckers, Weak wood, Invasive         |
| Mimosa                                                                                             | Albizia julibrissin         | Invasive                                    |
| European White Birch                                                                               | Betula pendula              | Insect prone, Invasive                      |
| Hackberry                                                                                          | Celtis occidentalis         | Disease prone                               |
| Camphor Tree                                                                                       | Cinnamomum camphora         | Invasive                                    |
| Russian Olive                                                                                      | Elaeagnus angustifolia      | Poor form, Disease prone, Invasive          |
| Ash                                                                                                | Fraxinus                    | Disease prone                               |
| Ginkgo (Female)                                                                                    | Ginkgo biloba               | Female Fruits                               |
| White Lead Tree                                                                                    | Leucaena leucocephala       | Invasive                                    |
| Chinaberry Tree                                                                                    | Melia azedarach             | Invasive                                    |
| Mulberry                                                                                           | Morus species               | Fruits, Shallow roots, Invasive             |
| Princess Tree                                                                                      | Paulownia tomentosa         | Invasive                                    |
| Senegal Date Palm                                                                                  | Phoenix reclinata           | Invasive                                    |
| White Poplar                                                                                       | Populus alba                | Suckers, Shallow roots, Weak wood, Invasive |
| Cottonwood                                                                                         | Populus deltoides           | Weak wood, Shallow roots, Seeds             |
| Lombardy Poplar                                                                                    | Populus nigra 'Italica'     | Insects, Disease, Short-lived               |
| (Wild) Black Cherry                                                                                | Prunus serotina             | Disease prone                               |
| Bradford Pear                                                                                      | Pyrus calleryana 'Bradford' | Weak branching, Low branches                |
| Brazilian Pepper Tree                                                                              | Schinus terebinthifolius    | Invasive                                    |
| Tallow Tree                                                                                        | Triadica sebifera           | Invasive                                    |
| American Elm*                                                                                      | Ulmus americana*            | Insects, Disease                            |
| Siberian Elm                                                                                       | Ulmus pumila                | Weak wood, Seeds                            |
| * Note that suitable disease resistant cultivars and hybrids exist as substitutes for this species |                             |                                             |



**Sec. 7.09 – FENCES, WALLS, AND HEDGES**

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- 1) **INTENT.** The purpose of these standards is to provide minimum requirements in order to provide adequate light, air circulation, and privacy; and to protect the public welfare by preventing visual obstructions along public ways.
- 2) **EXEMPTIONS.**
  - a) **Agriculture.** If engaged in agricultural operations or activities, properties located in any district where agriculture is permitted shall be exempt from the provisions of this section.
  - b) **Athletic Facilities.** Fences for ball diamonds, tennis courts, driving ranges and other athletic facilities shall be exempt from the provisions of this section.
- 3) **GENERAL REQUIREMENTS.** Fences, walls, and hedges shall be permitted in all zoning districts subject to conformance with the following requirements:
  - a) **Drainage.** No fence, wall, or hedge shall disrupt the flow of water in any drainage easement, or otherwise result in impediments for stormwater runoff. Any fence, wall, or hedge located in an easement may be removed by the easement holder when accessing the easement.
  - b) **Setbacks.** All fences, walls, and hedges may be permitted up to a property line except as noted in this Ordinance. No fence, wall, or hedge shall be placed in any right-of-way or violate the sight distance requirements found in *Section 7.04 – Sight Visibility*. Fences, walls, and hedges within the easement of a drain, pond, and/or lake shall require the approval of the City Engineer.
  - c) **Buffer Yards.** No fence, wall, or hedge may be placed in any required buffer yard that does not specifically provide for the inclusion of a fence.
  - d) **Materials.**
    - i) Fences shall not contain an electric charge except when located on properties with an agricultural use, and other uses as approved by Special Exception by the Villa Rica City Council.
    - ii) When enfronting a public right-of-way or public easement, the finished face of any fence shall be so erected as to face the public way.
    - iii) Fences and walls shall be constructed of wood, decorative metal, textured masonry or synthetic materials styled to simulate natural materials. Barbed wire and razor wire are permitted only on properties with an agricultural use, or in the Industrial, Low-Density (I1) and the Industrial, Medium-Density (I2) districts.
    - iv) Chain-link fences shall be permitted in all districts. Chain-link fences in residential districts shall be located only in the rear yard area, shall be vinyl-coated, except as prohibited by a Home Owners Association regulation or restrictions.
  - e) **Height.**
    - i) **Exception.** The height of fences screening telecommunications facilities is regulated by *Section 7.11 – Wireless Communication Facilities*.
    - ii) **Height Measurement.** The height of a fence, wall or hedge shall be determined by measuring from the adjacent grade to the highest point of the fence, wall or hedge, excluding posts. Fence posts may exceed the maximum height of the fence by up to one (1) foot.

- iii) Unless otherwise regulated by this chapter, fences and walls shall not exceed eight (8) feet in height in nonresidential districts and six (6) feet in height in residential districts in the rear and side yards. Fences, walls and hedges shall not exceed four (4) feet in height in the front yard.

| Table 7.22: Maximum Permitted Fence Heights                                                                     |                                                                  |           |           |
|-----------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|-----------|-----------|
| Permitted Use                                                                                                   | Front Yard                                                       | Side Yard | Rear Yard |
| Single-Family Use                                                                                               | 3'0" solid fence<br>4'0" combined or<br>predominantly open fence | 6'0"      | 6'0"      |
| Multifamily Use                                                                                                 | 3'0" solid fence<br>4'0" combined or<br>predominantly open fence | 6'0"      | 6'0"      |
| Commercial & Office Use                                                                                         | 3'0" solid fence<br>4'0" combined or<br>predominantly open fence | 6'0"      | 6'0"      |
| Industrial Use                                                                                                  | 8'0"                                                             | 8'0"      | 8'0"      |
| Parking Lots, Vacant Lots, Churches,<br>Schools, Swimming Pools, Stormwater<br>Management Facilities, and Parks | 3'0" solid fence<br>4'0" combined or<br>predominantly open fence | 6'0"      | 6'0"      |

- f) Opacity. A fence, wall or hedge in the front yard shall permit direct vision from one side to the other through at least fifty percent (50%) of the structure.
- g) Notwithstanding the provisions of subsection (3)(e), above, a fence may be erected or altered up to a height of eight (8) feet where:
- The ground floor elevation within twenty (20) feet or less of the principal dwelling on either one of the two (2) adjoining lots is at least four (4) feet higher than the elevation at the adjoining lot line; or
  - The fence is erected along a side or rear lot line which adjoins a collector street or arterial street (in which case landscape planting shall be provided in accordance with *Subsection 7.05(7)* of this chapter) as part of a multiple lot residential subdivision; or
  - The fence is a sound barrier or fence required by GDOT or a security fence required by the Department of Homeland Security for a public or institutional use; or
  - The additional fence height is permitted by the City Council pursuant to a rezoning or specific use authorization; or
  - The fence is located on a side or rear lot line which abuts a C2 or I2 use or more intensive use that does not require a buffer yard.

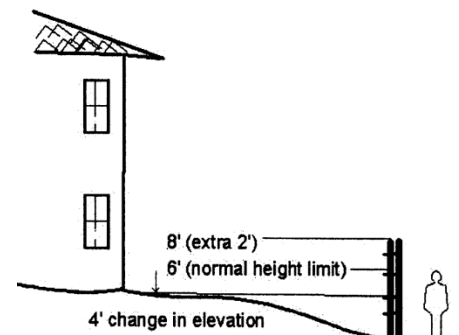
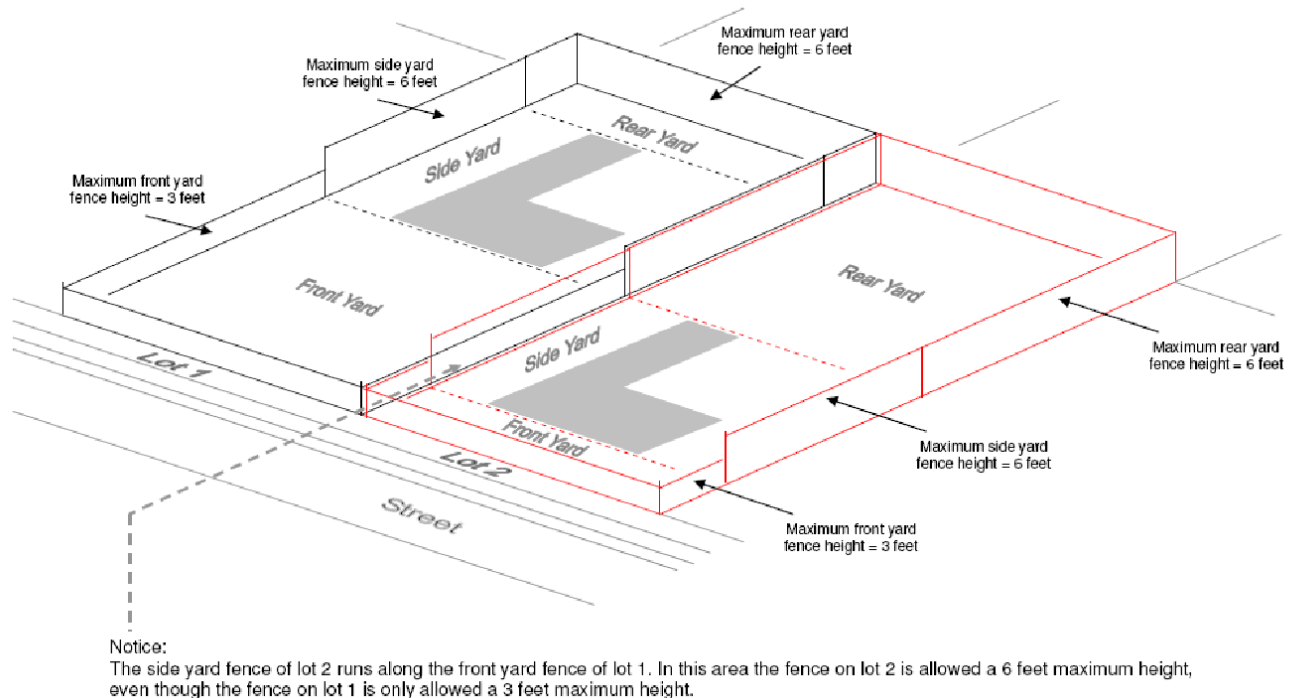


Figure 7.4: Additional height where home on adjacent lot is 4' higher (*subsection 7.09(3)(g)i*).

- vi) Notwithstanding the provisions of *Subsection (3)(e)*, above, a fence may be erected or altered up to the height of the adjacent building where the fence is located entirely on the interior of a lot behind all required building setback lines, attached to the main structure, and used for security purposes or for part of the intended use of the primary structure, such as fencing for outdoor display, for example an outdoor garden area, or lumber yard attached to a home improvement store.
- vii) The following illustration shall be used to determine applicable front, side and rear fence standards:

Figure 7.5: Fences and Yard Determinations



### Sec. 7.10 – HEIGHT STANDARDS

- 1) GENERAL HEIGHT STANDARDS APPLICABLE TO ALL ZONING DISTRICTS:
  - a) Height Requirements. The maximum height permitted shall be as described below and in accordance with *Table 4.4: Residential Lot Standards* and *Table 4.5: Non-Residential Lot Standards*, subject to the exceptions listed in this section.
    - i) Measuring Height. In all instances, the height of a structure shall be the vertical height from the average finished grade to the highest point of the roof, parapet, or uppermost part of the building or structure.
  - b) Exceptions. No structure may be erected or changed so as to make its height greater than specified in the applicable zoning district, except as noted below.
    - i) General Exceptions.
      - (1) Steeples on religious places of worship;
      - (2) Spires, belfries, and cupolas;

- (3) Industrial-related storage tanks, mechanical equipment, and smokestacks; and
- (4) Water towers.
- ii) **Agricultural Structures.** All structures in a zoning district where agriculture is allowed that are used in agricultural product storage and/or processing may exceed the permitted height standards for that district and be erected to any height that is necessary for their operation.
- iii) **Wireless Communication Facilities.** The height of wireless communication facilities shall be regulated by *Section 7.11 – Wireless Communication Facilities*.
- iv) **Amateur Radio Towers.** Amateur radio towers may exceed the permitted height regulations by up to ten (10) feet.
- v) **Noncommercial Wind Energy Conversion Systems.** Wind energy conversion systems are exempt up to 120 feet in height. For propeller turbines, the height shall be measured from the rotor blade at its highest point to the top surface of the wind energy conversion system foundation. For vertical axis turbines, the height shall be measured from the highest point of the unit to the top surface of the wind energy conversion system foundation
- vi) **Necessary Appurtenances.** The following structural elements may exceed the permitted height standards for the zoning district in which they are located by up to ten (10) feet:
  - (1) Necessary mechanical appurtenances;
  - (2) Water tanks;
  - (3) Chimneys;
  - (4) Fire towers;
  - (5) Stair towers;
  - (6) Elevator bulkheads; and
  - (7) Wind energy conversion systems, rooftop.
- c) **Air Space Requirements.** Nothing in this Ordinance, including the exceptions listed above shall be interpreted as waiving any height regulations related to air transportation. All applicable Federal Aviation Administration (FAA) and State of Georgia restrictions and regulations, including *Federal Aviation Regulation Part 77* and *Objects Affecting Navigable Airspace (FAR Part 77)* shall apply to all structures.

#### **Sec. 7.11 – WIRELESS COMMUNICATION FACILITIES**

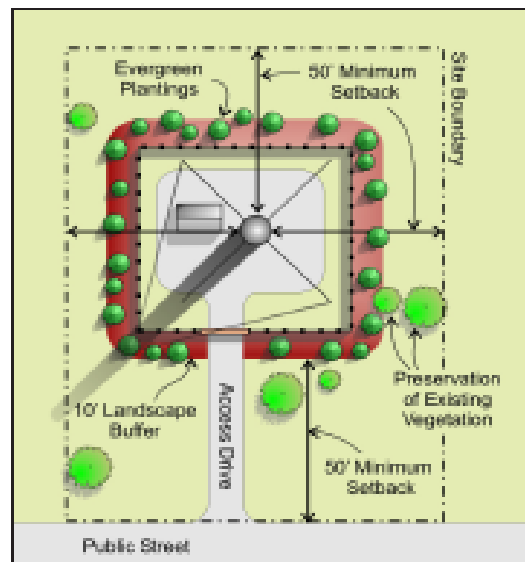
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- 1) **PURPOSE.** In recognition of the quasi-public nature of cellular and/or wireless communication systems, it is the purpose of these regulations to:
  - a) Accommodate the need for cellular or wireless communication towers while regulating their location and number in the City;
  - b) Minimize adverse visual effects of communication towers and support structures through proper siting, design and screening;
  - c) Avoid potential damage to adjacent properties from communication towers and support structure failure; and
  - d) Encourage the joint use of any new and existing communication towers and support structures to reduce the number of such structures needed in the future.
- 2) **USE REGULATIONS.** The following use regulations shall apply to cellular or wireless communication antennas and towers.



- a) A cellular or wireless communications antenna that is mounted to an existing communications tower (whether said tower is for cellular purposes or not), smoke stack, water tower or other tall structure, shall be permitted as of right in all zoning districts. Cellular or wireless communications antenna may also be located on the top of buildings that are no less than fifty (50) feet in height.
  - b) A cellular or wireless communications antenna that is mounted to an existing structure as indicated above shall be painted a color which matches, or is compatible with, the structure on which it is located.
  - c) A cellular or wireless communications antenna is permitted as a special exception in the AG and I2 zoning districts only if it is:
    - i) mounted on its own tower (as opposed to it being mounted on an existing structure); or
    - ii) more than fifteen (15) feet higher than the structure on which it is mounted.
  - d) All other non-essential uses accessory to the cellular or wireless communications antenna and towers including, but not limited to business offices, maintenance depots, and materials and vehicle storage, are prohibited from the site unless otherwise permitted in the zoning district in which the cellular or wireless communications antenna and/or tower is located.
- 3) STANDARDS OF APPROVAL FOR CELULAR OR WIRELESS COMMUNICATIONS ANTENAS AND TOWERS PERMITTED BY SPECIAL EXCEPTION. The following standards shall apply to cellular or wireless communications antennas and towers permitted as special exception uses.
- a) The cellular or wireless communications company shall be required to demonstrate as part of the special exception application process, using the latest technological evidence, that the antenna or tower must be placed at the proposed location and at the proposed height in order to satisfy its necessary function in the company's grid system. As part of this requirement, a Radio Frequency (RF) map of sufficient scale shall be submitted to the Community Development Director demonstrating a need for the tower at the location and height proposed.
  - b) If the cellular or wireless communications company proposes to build a cellular or wireless communications tower (as opposed to mounting the antenna on an existing structure), it is required to demonstrate that it has contacted the owners of nearby tall structures within a one (1) mile radius of the site proposed, asked for permission to install the cellular or wireless communications antenna on those structures, and was denied for reasons other than economic ones. "Tall structures" shall include, but not be limited to: smoke stacks, water towers, buildings over fifty (50) feet in height, antenna support structures of other cellular or wireless communication companies, other communication towers and roadway lighting poles.
  - c) The City Council may deny the special exception if the applicant has not made a good faith effort to mount the antenna on existing structures.

Figure 7.6: Wireless Telecom Layout



- d) An application for special exception for a wireless communication facility which shall be reviewed by the TAC, and shall include, among other required information, a plan at a scale of one inch to fifty feet (1" = 50'), indicating at a minimum the following:
  - i) The total area of the site;
  - ii) The existing zoning of the property in question and of all adjacent properties;
  - iii) All public and private right-of-way and easement lines located on or adjacent to the property which is proposed to be continued, created, relocated or abandoned;
  - iv) Existing topography with a maximum of five (5) foot contours intervals;
  - v) The proposed finished grade of the development shown by contours not exceeding five (5) foot intervals;
  - vi) The location of all existing buildings and structures and the proposed location of the cellular or wireless communications tower and all cellular or wireless communications support structures including dimensions, heights, and where applicable, the gross floor area of the buildings;
  - vii) The location and dimensions of all curb cuts, driving lanes, off-street parking and loading areas including the number of spaces, grades, surfacing materials, drainage plans and illumination of the facility;
  - viii) All existing and proposed sidewalks and open areas on the site;
  - ix) The location of all proposed fences, screening and walls;
  - x) The location of all existing and proposed streets;
  - xi) All existing and proposed utilities including types and grades;
  - xii) All existing and proposed landscaping in accordance with *Subsection 7.11(4)(e)*;
  - xiii) The schedule of any phasing of the project;
  - xiv) A written statement by the cellular or wireless communications company as to the visual and aesthetic impacts of the proposed cellular or wireless communications tower on all adjacent residential zoning districts; and
  - xv) Any other information as may be required by the Planning & Zoning Commission to determine the conformance with this Zoning Ordinance.
- 4) STANDARDS OF APPROVAL OF ALL CELULAR OR WIRELESS COMMUNICATIONS ANTENAS AND TOWERS
  - a) Antenna/Tower Height. The applicant shall demonstrate that the antenna/tower is the minimum height required to function satisfactorily and provide an acceptable number of towers.
  - b) Setbacks from the Base of the Tower. If a new cellular or wireless communications tower is to be constructed, the minimum distance between the base of the tower or any guy wire anchors and the property line shall be the greater of the following:
    - i) Forty (40) percent of the tower height;
    - ii) The minimum setback in the underlying zoning district; or
    - iii) Fifty (50) feet.
  - c) Cellular or Wireless Communications Tower Safety. The applicant shall demonstrate that the proposed cellular or wireless communications tower and its antenna are safe and that the surrounding properties will not be negatively affected by tower failure, falling ice or other debris, electromagnetic fields or radio frequency interference. Furthermore, all cellular or wireless

- communications towers shall be fitted with anticleimbing devices as approved by the manufacturers.
- d) Fencing. A fence shall be required around the cellular or wireless communications tower and its support structure(s), unless the antenna is mounted on an existing structure. The fence shall be a minimum of eight (8) feet in height and shall be erected to prevent access by non-authorized personnel.
  - e) Landscaping.
    - i) Landscaping shall be required to screen as much of the freestanding cellular or wireless communications tower, support structures, and surrounding fence as possible and any other ground-level features and, in general, to soften the appearance of the cellular communications site.
    - ii) The Director may permit any combination of existing vegetation, topography, walls, decorative fences or other features instead of landscaping, if they achieve the same degree of screening as the required landscaping.
  - f) Limiting the Number of Cellular or Wireless Communications Towers. In order to reduce the number of antenna support structures needed in the City in the future, the proposed cellular or wireless communications tower shall be required to accommodate other users, including other cellular communications companies, and local police, fire and ambulance departments. The applicant shall provide proof that co-location is not feasible.
  - g) Licensing. The cellular or wireless communications company must demonstrate to the City that it is licensed by the Federal Communications Commission (FCC).
  - h) Required Parking. If the cellular or wireless communications site is fully automated, adequate parking shall be required for maintenance workers. If the site is not fully automated, the number of required parking spaces shall equal the number of employees working on the largest shift. All parking specifications and requirements shall be consistent with the applicable parking requirements as established in this Ordinance.
  - i) Appearance. Cellular or wireless communications towers under two-hundred (200) feet in height shall be painted silver or have a galvanized finish retained in order to reduce visual impact. Cellular or wireless communications towers shall meet all Federal Aviation Administration (FAA) regulations. No cellular or wireless communications towers may be artificially lighted except when required by the FAA. Furthermore, no cellular communication tower or antenna shall contain any signage containing a commercial message.
- 5) **MAINTENANCE.** Any owner of property used as a cellular or wireless communications site shall maintain such property and all structures in good condition and free from trash, outdoor storage, weeds and other debris. Any cellular or wireless communications tower that has discontinued its service for a period of twelve (12) continuous months or more shall be removed, along with all accessory structures related thereto. Discontinued shall mean that the structure has not been properly maintained, has been abandoned, become obsolete, unused or has ceased the daily activities or operations which had occurred.

**Sec. 7.12 – OUTDOOR LIGHTING**

- 1) **INTENT.** Exterior lighting shall be subject to the following lighting standards and should be consistent and compatible with the design, color and scale of the associated development. Light levels shall most importantly be uniform to promote the health, safety, and welfare of users.
- 2) **GENERAL PROVISIONS.** All areas containing outdoor lighting, including but not limited to floodlighting, security, street, or parking lot lighting shall comply with the requirements of this section.

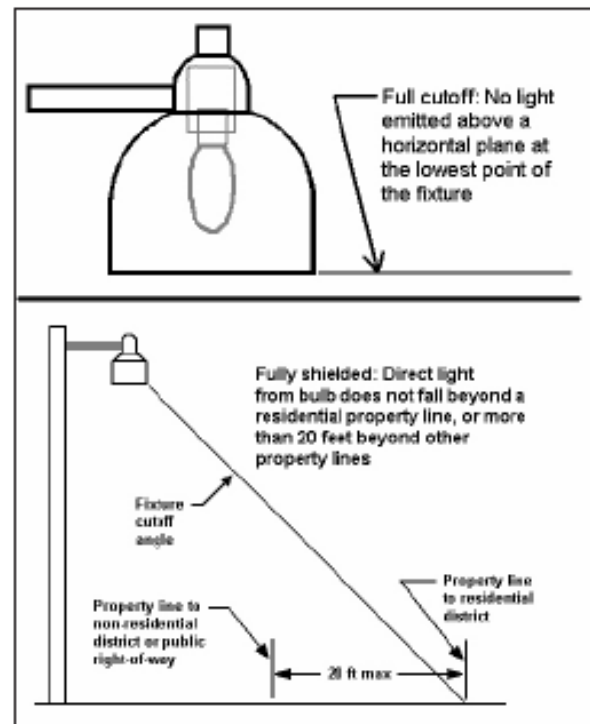
a) **Light Trespass.** All areas containing outdoor lighting shall limit light spillage onto adjacent property, when measured at any point along a property line to the requirements set forth in *Table 7.23: Light Trespass*. Compliance shall be achieved by utilizing fixture shielding, directional control designed into fixtures, fixture location, height, or aim, or a combination of these or other factors.

| <b>Table 7.23: Light Trespass</b>         |                                                                                           |
|-------------------------------------------|-------------------------------------------------------------------------------------------|
| <b>Adjoining District</b>                 | <b>Light Spillage Measured in Foot-Candels (maximum light level at the property line)</b> |
| AG, R1, R2, SFA, MF1, MF2, CBD, CMU, PUD* | 0.20                                                                                      |
| C1, C2, OMI, I1, I2, PUD*, Public RoW     | 0.50                                                                                      |

\*In PUDs, Light Spillage for residential uses shall not exceed 0.20, and 0.50 for non-commercial uses.

- b) **Light Shielding.** Unless light fixtures of a particular period or architectural style are used, all new, repaired, or replaced lighting, whether public or private, shall be full cutoff or fully shielded.
- c) **Mounting Height Measurement.** For the purposes of this section, the mounting height of all light fixtures shall be defined as the vertical distance between the adjacent grade of the surface being illuminated and the top of the lighting fixture (luminaire).
- d) **Use of Timers/Dimmers.** Wherever practicable, exterior lighting shall include timers, dimmers, and/or sensors to reduce overall energy consumption and eliminate unneeded lighting.
- e) **Electrical Service.** The electrical service to all outdoor lighting fixtures shall be underground, unless the fixtures are mounted directly on buildings or utility poles.
- f) **Holiday Lighting.** Holiday lighting shall be exempt from the provisions of this section.
- g) **Lamp Color.** Lamps (the source of the actual light) shall be halogen, metal halide or other type which ensures true-color at night.

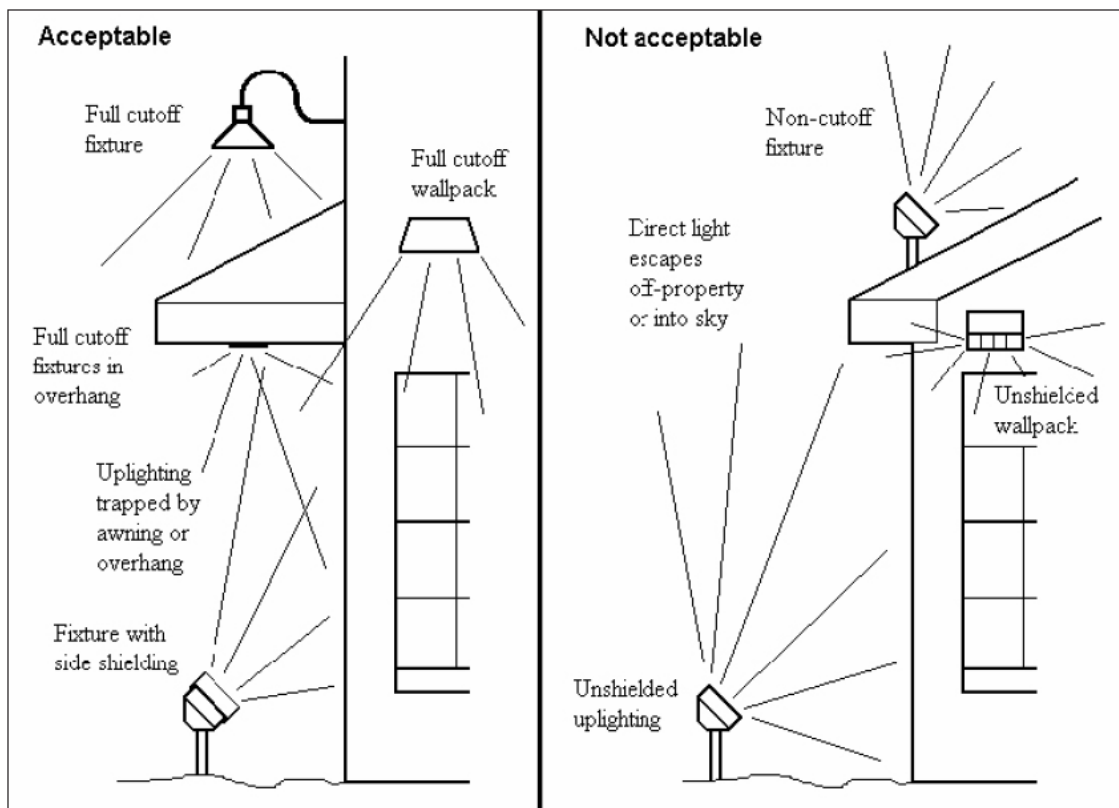
Figure 7.7: Proper Light Shielding





- 3) **LIGHTING PLAN.** Wherever a lighting plan is called for by this Ordinance, such plan shall include the following:
  - a) Lighting plan showing buildings, landscaping, parking areas, and the locations of all proposed exterior lighting fixtures, with designation of full cutoff and/or fully shielded fixtures;
  - b) A description of the outdoor light fixtures which may include but is not limited to manufacturer's catalog cuts, photometric report with candela distribution, drawings, and shielding information;
  - c) Analysis and illuminance level diagrams showing that the proposed installation conforms to the lighting level standards in this Ordinance.
- 4) **ILLUMINATION OF BUILDINGS AND OTHER VERTICAL STRUCTURES.** When buildings or other structures are illuminated, the design for the illumination must be in accordance with the following:
  - a) Lighting fixtures shall be located and/or aimed such that light is directed only onto the building surface. All fixtures used to illuminate buildings shall be fully shielded;
  - b) For statues, monuments, fountains, or other objects for which it may not be possible to reliably and consistently illuminate with downward lighting, up-lighting may be used only in the form of spotlights which confine the illumination to the object of interest; and
  - c) If up-lighting is used to illuminate flags, only spotlights shall be used; floodlights directed above the horizontal shall not be used to illuminate a flag.
- 5) Building-mounted neon lighting is allowed only when recessed, or contained in a cap or architectural reveal.

Figure 7.8: Proper Feature Lighting Examples



- 6) PARKING AREAS
  - a) Luminaires / lighting fixtures serving parking areas shall be full cutoff fixtures.
  - b) The maximum average maintained illumination level for a parking lot shall be no more than 1.6 horizontal foot-candles at grade level.
  - c) Light fixtures located on the perimeter of parking lots and within twenty (20) feet of a property line shall utilize *IESNA Type IV* forward throw optical distribution and/ or “house-side” shielding to minimize light spillage with respect to that property line.
  - d) Lights shall not exceed twenty-five (25) feet in height from the adjacent grade to the top of the fixture.
  - e) Building-mounted lighting shall not be permitted to illuminate parking areas.
- 7) LIGHTING OF EXTERIOR DISPLAY OR OPEN SALES AREAS (excluding motor vehicle dealerships)
  - a) Light fixtures serving areas designated as exterior display or open sales areas shall be full cutoff and/or fully shielded fixtures.
  - b) Areas designated as exterior display or open sales areas shall be illuminated so that the average maintained horizontal illumination at grade level does not exceed 4.0 foot-candles.
  - c) Light fixtures located on the perimeter of display or sales areas and within twenty (20) feet of a property line shall utilize *IESNA Type IV* forward throw optical distribution and/or “house-side” shielding to minimize light spillage with respect to that property line.
- 8) LIGHTING OF MOTOR VEHICLE DEALERSHIPS
  - a) Full cutoff light fixtures shall be required for car dealerships.
  - b) Car dealerships can define thirty percent (30%) of their site as display area and illuminate that area up to thirty-five (35) foot-candles (maximum) while limiting light trespass and using fully shielded fixtures.
  - c) The remaining seventy percent (70%) of the car dealership site shall be subject to the same lighting standards for light levels and light trespass as other commercial sites.
- 9) LIGHTING OF WALKWAYS, BIKEWAYS, PARKS AND PLAYGROUNDS. Where special lighting is to be provided for walkways, bikeways, or parks, the following requirements shall apply:
  - a) The walkway, pathway, or ground area shall be illuminated to a level of no more than 0.5 average horizontal foot-candles;
  - b) The vertical illumination levels at a height of five (5) feet above grade shall be no more than 0.5 average vertical foot-candles; and
  - c) Lighting fixtures shall be designed to direct light downward, and the initial output of light sources shall not exceed one-thousand (1,000) lumens.
  - d) Light pole height shall not exceed fifteen (15) feet. Bollard lighting, not exceeding four (4) feet in height is encouraged.
- 10) LIGHTING OF CANOPIES, BAYS, AND LOADING AND UNLOADING SPACES
  - a) The average maintained horizontal illumination shall not exceed twenty-five (25) foot-candles.
  - b) Areas used for parking or vehicle storage shall be illuminated in accordance with the requirements for Parking Lot Lighting.
  - c) Light fixtures mounted on or under overstory ceilings, in bays, and in loading and unloading spaces shall be recessed, full cutoff and fully shielded, unless indirect lighting is being used whereby light is directed upward and then reflected down from the ceiling of the structure. In

this case, light fixtures must be shielded so that direct illumination is focused exclusively on the ceiling of the structure.

- d) Lights shall not be mounted on the top or sides of an overstory.
- e) Lighting for drive-through bays must be fully shielded as if located outside.

#### 11) OUTDOOR ATHLETIC/PERFORMANCE FACILITIES

- a) Outdoor activity facilities may have unique lighting needs pertaining to the performing or playing area. A design plan for such a facility shall detail the lighting requirements of the performing or playing area and how unwanted glare, illumination of surrounding streets and properties, and nighttime atmospheric light pollution will be minimized.
- b) Limits on light trespass appearing in *Subsection 7.12(2)(a)* of this section apply to such outdoor facilities. If floodlighting is used in place of full cutoff fixtures, the center beam shall be aimed below the horizontal plane at an angle not less than one-half (0.5) the angular beam spread of the fixture. Glare shall be controlled by fixture design, location, shielding, or natural/positioned obstructions on the parcel where the facilities are located. Every such lighting system design and installation shall be certified by a registered engineer as conforming to all applicable restrictions of this Ordinance.
- c) Except for professional or amateur events covered by intrastate televised broadcast, thirty (30) foot-candle horizontal illumination of the playing field or performing area shall not be exceeded. Parking facilities, walkways, and other lighting applications associated with venues for the outdoor activities covered herein shall conform to the requirements specified in the sections of this Ordinance applicable to those lighting applications. Light levels adjacent to residential districts or uses shall not exceed 0.20 foot-candle at the property line.
- d) Outdoor Activity Light poles shall not exceed one-hundred (100) feet in height. The use of spotlights and/or floodlights to illuminate the play/performance area shall be permitted. However, each facility shall be designed and constructed with a dual lighting system which permits the main lighting for the event (spotlighting, floodlighting, etc.) to be turned off, with an alternate low level lighting system used for clean-up, night maintenance and other activities. Outdoor Activity lights shall shut off by 11:00 p.m. or no more than thirty (30) minutes after the activity is completed.

#### 12) STREET LIGHTING.

- a) Unless street light fixtures of a particular period or architectural style are used, all new, repaired or replaced street lighting, whether public or private, shall utilize full cutoff and/or fully shielded fixtures.
- b) If street light fixtures of a particular period or architectural style are used then all such fixtures shall meet the Illuminating Engineering Society of North America (IESNA) criteria for said fixtures described above, and the maximum lumens generated by each fixture shall not exceed five-thousand (5,000). In no case shall the resulting illumination exceed levels currently recommended by the IESNA in publication *RP-8, American National Standard Practice for Roadway Lighting*.
- c) Fixtures that emit more than three-thousand (3,000) lumens shall be shielded if adjacent to residential districts or uses.

## 13) NEON LIGHTING.

- a) Light sources consisting of glass tubes filled with neon, argon, krypton, or other similar gas (hereafter referred to as “neon lighting”) are excluded from shielding and line-of-sight requirements, however such lighting shall be included in the light trespass requirements of *Subsection 7.12(2)(a)*.
- b) For the purposes of this Ordinance, signs using neon lighting shall be considered internally illuminated signs and shall be subject to the requirements specified for internally illuminated signs in the *Villa Rica Sign Ordinance*.
- c) Neon lighting shall not be considered as security lighting.

## 14) SIGN ILLUMINATION

- a) Whenever an external artificial light source is used to illuminate a sign, such source shall be fully shielded. A receptacle or device housing a permitted light source shall be top mounted and directed below the horizontal, except for ground-mounted signs no higher than six (6) feet which may be illuminated with ground-mounted or bottom-mounted lighting fixtures.
- b) The average level of illumination on the vertical surface of an externally illuminated sign shall not exceed thirty (30) foot-candles, unless permitted ground-mounted or bottom-mounted lighting fixtures are used in which case the average level of illumination on the vertical surface of the sign shall not exceed twenty (20) foot-candles. No exposed bulb or lamp shall be used on the exterior surface of any sign so as to expose the face of the bulb, light or lamp to any public right-of-way or adjacent property.
- c) Internally illuminated signs constructed with an opaque or colored background and lighter contrasting text or symbols are preferred; such construction shall be required for internally illuminated signs within six-hundred (600) feet of a Residential District. This section shall not apply to residential development identification signs, vending machines, telephone booths, time and temperature signs, or signs that do not exceed two (2) square feet in area. For the purposes of this Ordinance, signs using neon lighting shall be considered internally illuminated signs and shall be subject to the requirements specified for internally illuminated signs, provided that there shall be no color restrictions on neon signs.

## 15) OTHER OUTDOOR LIGHTING

- a) Outdoor lighting not otherwise specified in this Ordinance emitting more than one-thousand two-hundred (1,200) lumens (except motion detector activated lighting) shall be full cutoff and fully shielded. Bulbs in outdoor light fixtures emitting from six-hundred (600) to one-thousand two-hundred (1,200) lumens may be installed in fixtures that are not full cutoff and may be visible from the property line, provided, however, such bulbs shall be frosted glass or covered by frosted glass or other similarly translucent material.
- b) A spotlight or floodlight of less than one-thousand eight-hundred (1,800) lumens need not be full cutoff or fully shielded if its center beam is aimed at a point not beyond any property lines and no less than forty-five (45) degrees below horizontal, is used for security lighting purposes only, and is motion detector activated and cycles off within five minutes after the cessation of motion within its field of view. Such security lighting shall not be activated by normal business or resident activity.



- c) Tower or antenna lighting shall not be permitted unless required by the Federal Aviation Administration.
- d) The use of search lights, laser lighting, or lights that pulse, flash, rotate or simulate motion for advertising or promotions, and are therefore considered to be signs, are prohibited per *Section 9.14 Prohibited Signs of the Villa Rica Sign Ordinance*.

16) EXCEPTIONS

- a) The temporary use of low-wattage or low-voltage lighting for public festivals, celebrations, and the observance of holidays are exempt from this Ordinance except where they create a hazard or nuisance from glare. However, consideration to light trespass requirements shall be demonstrated prior to commencing the use of the temporary lighting.
- b) Emergency lighting and traffic control lighting shall be exempt from the requirements of this section.

17) LIGHTS NOT CONFORMING TO THIS SECTION

- a) Authority to Continue. Any lawfully installed lighting fixture at the effective date of this Ordinance which does not conform to the provisions of this section may continue provided the lighting remains in conformance with the provisions of this Subsection.
- b) Ordinary Maintenance and Repair. Nothing in this section shall relieve the owner or beneficial user of legal nonconforming lighting, or the owner of the property on which the legal nonconforming lighting is located, from the provisions of this section regarding safety, maintenance, and repair. Normal maintenance, including replacing light bulbs, cleaning, or routine repair of legal nonconforming light fixtures, shall not be deemed to be a condition which triggers a loss of lawful status described below, unless such maintenance increases the nonconforming aspects of the lighting.

- i) Loss of Lawful Status

- (1) Legal nonconforming status shall terminate under the following conditions:

- (a) if a light fixture is no longer used for a period of six (6) months it shall be deemed abandoned and shall not thereafter be reestablished; or
    - (b) if a lighting fixture is structurally altered such that its nonconforming aspects increase; or
    - (c) if a lighting fixture is relocated, replaced, or moved in any way; or the lighting fixture is damaged and the cost of repair exceeds fifty percent (50%) of its replacement value.

- (2) Upon the event of any of the aforementioned, the lighting fixture(s) shall be immediately brought into compliance with this section, or the lighting fixture(s) shall be removed.

- ii) Removal Pursuant to Public Order. Lighting found by a governmental agency to create public hazard can be ordered removed or altered at any time.

18) SECURITY LIGHTING. Security lighting shall be coordinated with other lighting on the property to the extent possible and shall otherwise conform with the following requirements:

- a) Non-residential Lighting Fixtures. All security lighting in non-residential areas shall be shielded and specifically aimed so that illumination is directed only to the intended area. The light source for any security lighting shall include shields that prevent their light source or lens from being visible from adjacent properties and/or streets. Security lighting fixtures may be mounted on

poles located no further than ten (10) feet from the perimeter of the area intended to be illuminated.

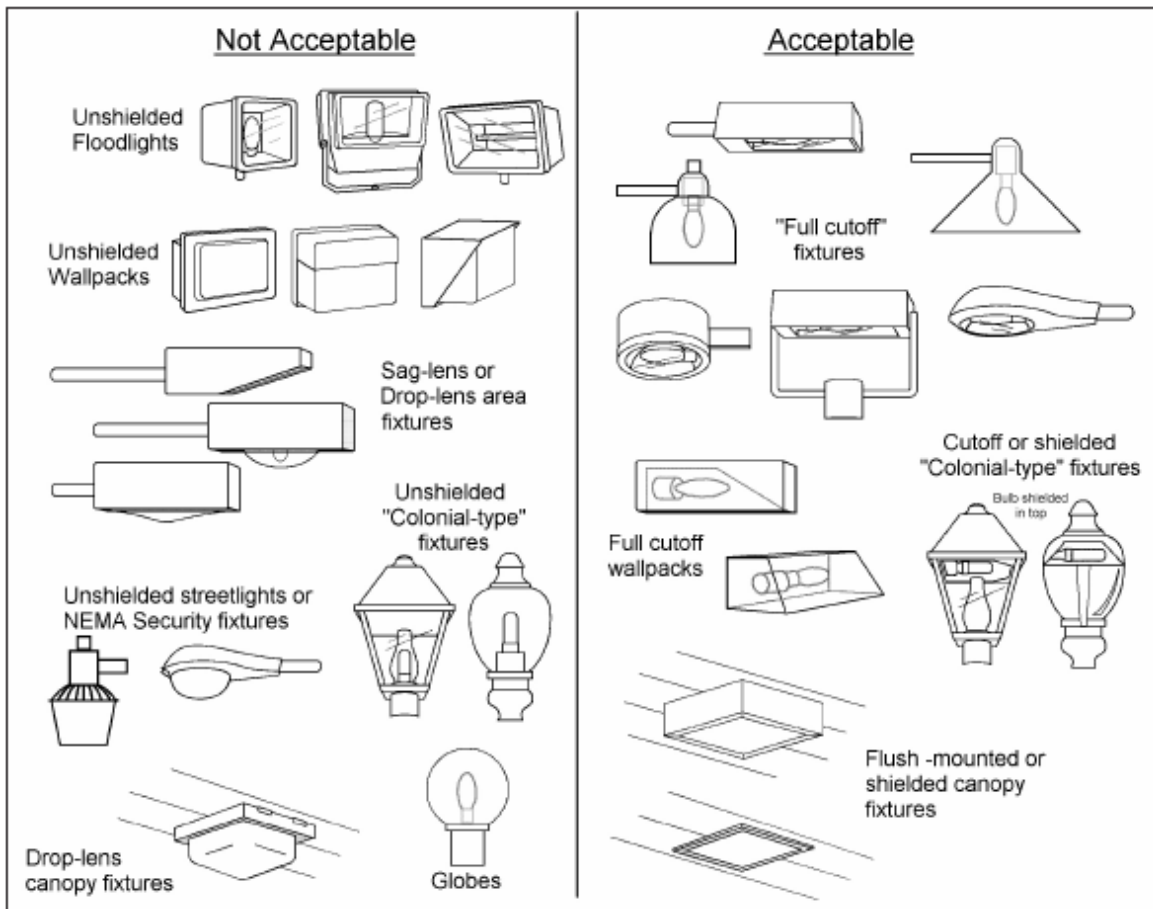
- b) Residential Lighting Fixtures. Security lighting fixtures in residential areas shall make use of indirect and reflected lighting techniques to provide soft lighting under canopies, entry porches, or soffits.

19) TOWN CENTER

- a) Storefronts shall be internally illuminated with spot or other incandescent lighting to display the business or its products.
- b) Exterior lighting may be affixed to the building.
- c) Pedestrian passages to parking areas on the sides and in the rear must be lit to a minimum of two (2) foot-candles.

20) MODIFICATION. The Planning & Zoning Commission shall have the authority to modify any of the requirements of this section in accordance with *Subsection 2.02(9)(a) ix*.

Figure 7.9: Acceptable Lighting Examples



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**Sec. 7.13 – OPEN SPACE REQUIREMENT**

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- 1) **INTENT.** The following requirements shall govern the type and amount of open space for any tract of land which is the subject of an application for subdivision, land development or both using the provisions of this article. The purpose of open space is to regulate the intensity of development, preserve natural features and vistas, enhance the aesthetics of the built environment, and supply functional recreational areas.
- 2) **OWNERSHIP.** The land must be held in single and separate ownership by the applicant or, in the case of multiple ownership, the tract must be developed according to a single plan with responsibility for its implementation and completion vested in a common authority.
- 3) **GENERAL PROVISIONS**
  - a) Open Space shall be large, contiguous areas to the greatest extent possible.
  - b) Connectivity between the open space and adjacent development, greenways, parks and the like shall be provided by a minimum twenty (20) foot wide accessway.
  - c) Where significant natural assets exist in a proposed development, the Planning & Zoning Commission may require preservation. Areas devoted to natural or improved flood control channels and those sections subject to problems of flowage, floodway or drainage easements should be left in their unimproved, natural state.
  - d) Open space shall be designated as Common Area or placed in an easement.
  - e) The City Council shall require that a legal plan or contract for the perpetuation, maintenance and function of all the common area or other common property be established and furnished to the Council to be approved by the City Attorney prior to final approval. The legal plan or contract shall assure that all such common areas shall be provided for in a satisfactory manner without expense to the City. The documents shall be recorded in the County Recorder's office by the applicant prior to occupancy of any building on the project.
  - f) The City shall pursue enforcement of standards and impose penalties in accordance with *Chapter XII: Violations and Enforcement* upon failure to maintain designated open space and any improvements within the open space.
  - g) Further subdivision of the open space or its use for other than conservation, agricultural, or passive recreation shall be prohibited. Structures and buildings accessory to the conservation, agricultural or passive recreation may be erected on the open space, subject to the standards in *Table 4.4: Residential Lot Standards*, *Table 4.5: Non-Residential Lot Standards* (whichever table is applicable), and *Section 8.02 – Accessory Use and Structure Standards*, and subject to review of the site by the Planning & Zoning Commission. Any restrictions on the established open space shall be recorded in a conservation easement to which the City is a signatory party.
  - h) Where applicable, a homeowners' or maintenance association shall be established for the purpose of permanently maintaining all open space and potential non-commercial recreational facilities. Such homeowner's or maintenance association agreements, guaranteeing continuing maintenance, and giving lien to the City in the event of lack of such maintenance, shall be submitted to the City Council for approval prior to the issuance of any permits.

- 4) NON-QUALIFYING OPEN SPACE. Elements that do not qualify to be counted toward open space include:
- a) Required private yards.
  - b) Street rights-of-way, open parking area and driveways for dwellings.
  - c) Land covered by buildings.
  - d) Required detention and retention ponds that are not visually or physically accessible.
  - e) The floodway of any stream, regulated drain, river or other water body accessible.
  - f) Any area with slopes exceeding a twenty-five percent (25%) grade.
  - g) Any wetlands on the development site, unless preserved as a conservation area.
- 5) MINIMUM REQUIRED OPEN SPACE

| Table 7.24: Minimum Required Open Space |                          |                                    |
|-----------------------------------------|--------------------------|------------------------------------|
| Zoning District                         | Percentage of Open Space | Notes                              |
| R1, R2                                  | 8%                       | -                                  |
| SFA, MF1                                | 12%                      | -                                  |
| MF2                                     | 15%                      | -                                  |
| CMU, C1, C2, OMI                        | 5%                       | -                                  |
| I1, I2                                  | 2%                       | Sites less than 3 acres are exempt |
| AG, CBD                                 | -                        | Exempt                             |

- 6) QUALIFYING OPEN SPACE
- a) Conservation areas and wetlands preserved as conservation areas.
  - b) Floodplains
  - c) Woodlands
  - d) Riparian corridors
  - e) Retention and detention facilities with the following characteristics:
    - i) Perimeter Access. An easement of at least fifteen (15) feet from the top of bank with a minimum five (5) feet wide path of a material that meets the requirements of the ADA.
    - ii) Access. An area of open space at least twenty (20) feet wide shall extend from a street right-of-way to the fifteen (15) foot perimeter access area of the detention area.
    - iii) Planting. Native plant material is encouraged around the perimeter of retention ponds.
  - f) Development amenity areas containing semi-public areas such as:
    - i) plazas with seating and special features such as public art or fountains;
    - ii) pocket parks with seating and landscaping;
    - iii) decorative water features; and lakes.



**Sec. 7.14 – MULTIFAMILY AMENITIES REQUIRED**

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- 1) Minimum Number of Amenities Required. Multi-family developments shall incorporate recreational amenities from the list in *Subsection 7.14(2)* below in the following amounts:
  - a) Multifamily development with fewer than twenty-five (25) units shall be exempt from this requirement. However, the Director may require an amenity not listed below to provide enhanced resident enjoyment and engagement.
  - b) Multi-family developments with twenty-five (25) to one-hundred (100) dwelling units shall provide at least one amenity;
  - c) Multi-family developments with one-hundred-one (101) to one-hundred and seventy-five (175) dwelling units shall provide at least two amenities; and
  - d) Multi-family developments with more than one-hundred and seventy-six (176) dwelling units shall provide at least three (3) amenities.
- 2) Allowable Amenities.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"><li>a) Swimming pool;</li><li>b) Golf course or Putting green;</li><li>c) Resident clubhouse;</li><li>d) Pet park, minimum of two-thousand (2,000) square feet;</li><li>e) Community center (meeting room, assembly hall, etc.);</li><li>f) Community garden with raised beds;</li><li>g) Rooftop terrace;</li><li>h) Library/study</li><li>i) Computer resource center/internet café</li><li>j) Learning center/childcare</li></ol> | <ol style="list-style-type: none"><li>k) Koi pond/water gardens</li><li>l) Nature trails Fitness center and/or recreation building;</li><li>m) Pocket parks Basketball, volleyball, or other sport court;</li><li>n) Other amenity approved by city. Two tot lots with a minimum size of five-hundred (500) square feet per lot;</li><li>o) Two picnic areas, with a minimum size of five-hundred (500) square feet per area, and including a minimum of two picnic tables and one (1) grill/pit per area;</li></ol> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
- 3) Amenity Standards.
  - a) Each development shall satisfy its amenity area requirements by installing the types of facilities that are most likely suited to and used by the age bracket of persons likely to reside in that development;
  - b) Except for developments which are expected to contain adults almost exclusively, a children's play area should be provided as a mandatory amenity in the project.
  - c) Except for developments which are expected to contain adults almost exclusively, a sports court with a minimum size of thirty-six hundred (3,600) square feet should be provided as second mandatory space in projects with more than forty (40) units. The minimum dimensions for the court active play area should be 72'X42' feet (i.e. the dimensions for a youth basketball league half court). Substitution of the required court for a swimming pool would acceptable.

**Sec. 7.15 – MULTIFAMILY DENSITY BONUSES**

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- 4) The following density bonuses may be used to achieve a maximum fifty percent (50%) density bonus for MF1-zoned properties, and up to twenty (20%) for properties zoned MF2 and SFA.
- a. Structured Parking Bonus. The City may allow a two percent (2%) increase in permitted density for each five percent (5%) of units provided with structured parking.
  - b. Recreation/Open Space Bonus. The City may approve a one (1%) percent increase in permitted density for each one (1%) percent of useable recreation space set aside provided above the minimum amount required per *Sec. 7.13 – Open Space Requirement*.
    - i. Recreation areas shall be landscaped and provided with sufficient natural or manmade screening or buffer areas to minimize any negative impacts upon adjacent residential uses;
    - ii. Each recreation area shall be centrally located and easily accessible by walkways;
    - iii. Each recreation area shall be constructed on land that is reasonably flat, dry, and capable of serving the purpose that it was intended for.
  - c. Amenity Bonus. The City may approve a five (5%) percent density bonus for every amenity provided in excess of the required amenities in *Subsection 7.14(2)*.
  - d. Building Design Bonuses.
    - i. The city may approve up to a ten percent (10%) increase in permitted density for multi-family development in which each multi-family building has brick and/or stone as its primary exterior building material, when an amount equal to sixty (60%) percent of the total net exterior wall area of each building elevation (excluding gables, windows, doors, and related trim), shall be brick, stone, fiber cement siding, or hard-coat stucco. For more contemporary-designed structures, the use of alternative high-quality finishes may be employed at the discretion of the Community Development Director.

**Sec. 7.16 – SINGLE-FAMILY DEVELOPMENT AMENITIES REQUIRED (R1, R2, SFA, AND PUD)**

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- 1) Minimum Number of Amenities Required. Single-family residential subdivisions, either attached or detached, shall incorporate recreational amenities from the list in Subsection 2. below in the following amounts:
- a) Developments with fewer than twenty-five (25) dwelling units shall be exempt from this requirement; except that the Director may require an amenity not listed in this section to provide enhanced resident enjoyment and engagement.
  - b) Developments with twenty-five (25) to one hundred (100) dwelling units shall provide at least one amenity;
  - c) Developments with one-hundred one (101) to one-hundred seventy-five (175) dwelling units shall provide at least two (2) amenities; and
  - d) Developments with one-hundred seventy-six (176) or more dwelling units shall provide at least three (3) amenities and the City Council shall determine the ratio of additional recreational amenities based on National Recreation and Park Association ([www.nrpa.org](http://www.nrpa.org)) standards.
- 2) Allowable Recreational Amenities:

- a) Swimming pool sized to comply with NRPA standards.
  - b) Golf course.
  - c) Resident clubhouse.
  - d) Two tot lots with a minimum size of five-hundred (500) square feet per lot.
  - e) Basketball, volleyball, or other sport court.
  - f) Two picnic areas, with a minimum size of five-hundred (500) square feet per area, and including a minimum of two picnic tables and one (1) barbeque grill/pit per area.
  - g) Pet park, minimum of two-thousand (2,000) square feet.**
  - h) Exercise Room or area to measure no less than four-hundred (400) square feet.**
  - i) Other amenity approved by the City Council.
- 3) Density Bonuses for Single-Family Development:
- a) City may approve a five (5%) percent density bonus for every amenity provided in excess of the required amenities indicated in subsection a. above, not to exceed a maximum of density bonus of twenty (20%) percent.

Figure 7.10: Density Bonus Foundations



A **density bonus** is an incentive-based tool that permits a developer to increase the maximum allowable development on a site in exchange for either infrastructure commitments or in-kind support for specified public policy goals.

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**Sec. 7.17 – SINGLE-FAMILY DETACHED LAYOUT AND SITE PLANNING**

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- 1) **APPLICABILITY.** These standards shall apply to new single-family and two-family dwellings in major and minor subdivisions. Existing residential structures that expand or are altered by more than fifty (50) percent of the existing square footage shall also comply.
- 2) **LAYOUT AND SITE PLANNING.**
  - a) Topography. Buildings shall be sited in relation to topography of the site, which minimizes cut and fill and limits maximum on-site slope to ten (10%) percent.
  - b) Attempts shall be made to preserve existing vegetation and natural features.
  - c) Building Orientation. Accessory buildings, including residential garages, storage buildings, etc., shall be located behind the primary building. No primary or accessory building shall have service doors, loading doors, or similar service entrances opening toward or oriented to a public or private street.
  - d) Distances between buildings shall be measured by a line perpendicular to the plane of the surface windows or exterior walls. The following distances shall apply to all multifamily developments:
    - i) The window-to-window distance between buildings or facing exterior walls shall not be less than twenty (20) feet for walls without windows.
    - ii) This distance shall be increased to thirty (30) feet for an exposure where a room is a bathroom or laundry/utility room, or is used as a community or group meeting room or for a similar purpose.
    - iii) This distance shall be increased to forty (40) feet for an exposure where a room is a bedroom, living room, kitchen or other common area.
    - iv) The Community Development Director shall have discretion to determine which offset between buildings shall apply and may grant exception to this subsection shall topographic, orientation or other site condition make the distance required impractical.
    - v) Individual buildings shall be located to avoid more than two (2) buildings with parallel orientations to a public street, unless offset by more than five (5) feet. The orientation of the buildings should be varied in order to lessen the massing. Vary the orientation to lessen the massing. The maximum length of a multi-family building shall not exceed one-hundred ninety-two (192) feet. No more than eight (8) townhome units shall be attached in a single row.
  - e) Off-street parking, driveway, drive aisles, carport, garage or service facilities may encroach into the side or rear yard as specified in but shall be no closer than ten (10) feet to any lot line. In no event shall parking be located in required landscaping areas.

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**Sec. 7.18 – MULTI-FAMILY AND SINGLE-FAMILY ATTACHED LAYOUT AND SITE PLANNING**

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- 1) **APPLICABILITY.** All new multi-family developments (apartments, townhomes) of three (3) units or more are subject to the following standards.
- 2) **LAYOUT AND SITE PLANNING.**
  - a) Topography. Buildings shall be sited in relation to topography of the site, which minimizes cut and fill and limits maximum on-site slope to ten (10%) percent.
  - b) Attempts shall be made to preserve existing vegetation and natural features.



- c) Building Orientation. Accessory buildings, including residential garages, storage buildings, etc., shall be located behind the primary building. No primary or accessory building shall have service doors, loading doors, or similar service entrances opening toward or oriented to a public or private street.
- d) Distances between buildings shall be measured by a line perpendicular to the plane of the surface windows or exterior walls. The following distances shall apply to all multifamily developments:
  - i) The window-to-window distance between buildings or facing exterior walls shall not be less than twenty (20) feet for walls without windows.
  - ii) This distance shall be increased to thirty (30) feet for an exposure where a room is a bathroom or laundry/utility room, or is used as a community or group meeting room or for a similar purpose.
  - iii) This distance shall be increased to forty (40) feet for an exposure where a room is a bedroom, living room, kitchen or other common area.
  - iv) The Community Development Director shall have discretion to determine which offset between buildings shall apply and may grant exception to this subsection shall topographic, orientation or other site condition make the distance required impractical.
  - v) Individual buildings shall be located to avoid more than two (2) buildings with parallel orientations to a public street, unless offset by more than five (5) feet. The orientation of the buildings should be varied in order to lessen the massing. Vary the orientation to lessen the massing. The maximum length of a multi-family building shall not exceed one-hundred ninety-two (192) feet. No more than eight (8) townhome units shall be attached in a single row.
- e) Off-street parking, driveway, drive aisles, carport, garage or service facilities may encroach into the side or rear yard as specified in but shall be no closer than ten (10) feet to any lot line. In no event shall parking be located in required landscaping areas.

#### **Sec. 7.19 – COMMERCIAL AND INDUSTRIAL LAYOUT AND SITE PLANNING**

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- 1) APPLICABILITY. All commercial and industrial developments, with the exception of warehouse, distribution, logistics and agricultural uses in agricultural zoning districts, shall meet or exceed the requirements of this section, in addition to all other applicable development standards established by this Ordinance.
- 2) SITE LAYOUT
  - a) Site planning which encourages compatibility between the site and the buildings and between all buildings on the site is encouraged. Where natural or existing topographic patterns contribute to a development, they shall be preserved and integrated. Modification to topography shall be permitted where it contributes to the overall development.
  - b) The orientation of buildings shall promote interaction with the street or city road and provide a pedestrian friendly environment. All primary and outparcel site buildings shall be arranged so that they complement existing development. The buildings shall frame a corner or enclose a “main street” type corridor. Buildings on islands surrounded by parking should be avoided.

- c) Newly installed infrastructure and service revisions necessitated by exterior alterations shall be underground. To the extent possible, all existing overhead utilities shall be relocated underground.
- 3) ACCESS. Major and minor arterials and major collector streets must have reasonable restrictions as to the numbers and location of access points. To provide safe and sufficient traffic movement to and from adjacent lands:
  - a) Frontage roads, access roads, and other internal drives shall be constructed to create a hierarchy of roads for safe on-site circulation. These internal drives shall provide pedestrian access and landscaping.
  - b) Shared access shall be coordinated with contiguous lots. Access at the side or rear of buildings is encouraged.
  - c) New access points onto the major and minor arterials shall be coordinated with existing access points whenever possible and approved by the City Engineer.
  - d) Cross-access easements shall be required between adjacent compatible developments.
    - i) All curb cuts shall meet horizontal and vertical sight distance requirements as set forth in Section 304.4 of the City of Villa Rica Development Regulations. The distance from the centerline of the driveway entrance to the centerline of the nearest street intersection shall not be less than 150 linear feet.
    - ii) ii) Opposing curb cuts shall align squarely or be offset no less than one-hundred twenty-five (125) feet.
    - iii) iii) Stub Streets shall be built in all cases where adjacent lots have reasonable potential for development.
  - e) Entry Drive. The commercial entry drive should be appropriate to the size of the development, incorporate signage, lighting, landscaping and set the tone for the development.
  - f) No buildings or paved areas (other than access drives) may be located closer than fifty (50) feet to any area used or zoned for residential purposes.
- 4) PARKING LAYOUT. In addition to the minimum requirements, a maximum of fifty (50%) percent of the required parking shall be located between the front facade and the primary street. The balance of the parking shall be to the rear or side of the primary building. Refer to *Section 7.02 – Off-Street Parking and Loading* for parking standards.
- 5) CART CORRALS. Cart corrals for developments over fifty-thousand (50,000) square feet shall be curbed, and may be landscaped and covered.
- 6) PEDESTRIAN FACILITIES.
  - d) A connection shall be established from abutting streets with sidewalks to the entrance of primary structures through the use of sidewalks and special demarcation.
  - e) Pedestrian areas in parking lots or across interior drives shall be demarcated with special paving, color or height change, or striping for increased safety.
  - f) Sidewalks shall be a minimum of six (6) feet wide and shall connect the commercial areas to adjacent residential, office and recreational uses.
  - g) Sidewalks in Industrial Districts shall be required on at least one (1) side of each street.
  - h) Sidewalks adjacent to customer entries shall be a minimum of eight (8) feet wide.

**Sec. 7.20 – WAREHOUSE, DISTRIBUTION AND LOGISTICS LAYOUT AND SITE PLANNING**

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**1) APPLICABILITY. DESIGN STANDARDS.** The design standards in this subsection shall apply to all warehousing/distribution/logistics projects within the zoning district. Those design standards not fully addressed in this section shall be as otherwise stated in the appropriate section(s) of this code, including, but not limited to, Sections 7.02, 7.05, 7.08, 7.09, and 7.12 of this code. The Community Development Director may, at his/her discretion, modify, supplement, substitute, or exempt a project from these standards when the application of the standards creates a great practical difficulty or undue hardship, and shall be processed as an Administrative Adjustment, per Sec. 11.08 of the Villa Rica Zoning Ordinance.

**a) Site design.**

**i) Site layout.**

- a) The arrangement of multiple buildings and associated circulation, and parking areas should reflect a well-organized site plan.**
- b) Site development may utilize variations on building placement and landscaping when located near a public street.**
- c) The design and location of accessory buildings (e.g., security kiosks, maintenance buildings, and outdoor equipment enclosures) shall be incorporated into and be compatible with the overall design of the project and the main buildings on the site.**
- d) With the exception of security kiosks, accessory buildings shall be located as far back from the front and street side yard setback area as possible.**
- e) Sea/train-type metal containers are prohibited.**
- f) Incidental outdoor storage, work, and loading areas shall be incorporated within the building design and located to the rear or side of buildings unless such building side(s) are adjacent to a public street where it would be prohibited.**

**ii) Courtyards and plazas.**

- a) Buildings should be arranged to create opportunities for open space amenities (e.g., plazas, courtyards, outdoor eating areas, etc.).**

**b) Building orientation.**

- i) The organization of buildings, parking areas, and landscaping shall recognize the existing characteristics of the site and shall relate to the surrounding development in scale and character.**
- ii) Buildings should be oriented in a manner that takes advantage of passive solar design.**
- iii) Buildings shall be oriented to provide a buffer between sensitive uses (i.e. residential, schools, parks, and medical facilities) and outdoor work areas, loading, and incidental storage.**

**c) Site elements.**

**i) Fences and walls.**

- a) Walls and fencing materials shall consist of wrought iron, tubular steel, stone, stucco, or brick, and shall be compatible with the overall design character/style of**

the development. The use of chain-link fence and similar materials is prohibited. See Figures 3 and 4.

- b) Walls and fences shall be integrated with landscaping along the base of the wall or fence.
- c) Wall heights and surfaces shall be articulated with varying facade depths or pilasters to promote architectural interest, and shall include a cap along the top of the wall.
- d) Landscaping shall be used in combination with walls and fences to visually soften blank surfaces and to deter graffiti. Additionally, all walls shall have an anti-graffiti coating to further deter graffiti, to the satisfaction of the City. See Figure 5.

ii) Screening.

- a) Loading bays and service areas shall be completely screened from public right-of-way(s) by building placement and/or decorative walls. Landscaping may be used in addition to such building placement and/or walls, but shall not be the sole means of screening. A sight-line analysis shall be taken from public right-of-way(s) to indicate screening of all items.
- b) Trash storage enclosures and outdoor mechanical equipment shall be completely screened from public view.
- c) Roof-mounted equipment shall be screened from public view through use of parapet walls or other approved screening devices. Special consideration shall be given to the screening of roof-mounted equipment on building rooftops that are visible from the public right-of-way. See Figure 7.

iii) Lighting.

- a) Outdoor lighting plans shall take into consideration the location and potential growth pattern of nearby trees (existing and planned) so that appropriate lighting levels are maintained over time.
- b) Energy efficiency shall be considered through use of proper light location and placement, as well as use of energy-efficient bulbs and/or fixtures.
- c) Lighting fixtures shall include hoods or other design techniques to reduce glare and light pollution, especially along major streets, and to prevent light spillover onto adjacent properties.
- d) Lighting shall be provided in project entryways, walkways, and parking lots to promote safety.
- e) Lighting may be mounted on poles or bollards, affixed to building walls, or placed within paved or landscaped areas. Appropriate materials and construction methods shall be used to ensure proper function of project lighting fixtures.
- f) Decorative light fixtures shall be consistent with the architectural design of the building.
- g) Truck and truck trailer parking areas shall incorporate lighting to increase real and perceived security.

d) Parking and access.

i) Parking.



- a) Parking lots shall not be the dominant visual element on the site.
- b) Surface parking areas shall integrate trees and landscape improvements to reduce the heat island effect and to promote better visual aesthetics.
- c) Large parking lots (usually over 100 spaces) shall be divided into multiple, smaller areas and provided with canopy trees located throughout the parking area to reduce the effects of heat and the visual impacts of large parking areas.
- d) Parking lot design shall include water quality storm water facilities consistent with City standards.
- ii) Access.
  - a) The use of common (shared) access points and driveways is required for all service and loading areas pursuant to Traffic Engineering's Standard Plan No. 701 Access Management Requirements, to reduce curb cuts along streets. Additionally, placement of vehicle access points close to building entries shall be avoided to minimize pedestrian and vehicular conflicts.
  - b) Entry drives shall be clearly marked by special features, (e.g., enhanced paving, prominent landscape features, low-level decorative walls, and well-designed monument-type signs).
- 2) Landscaping.
  - a) Landscaping shall be in scale with adjacent structures, streets, and public spaces, and be sized appropriately when fully grown.
  - b) Landscaped areas should incorporate a three-tiered planting system:
    - i) Ground cover and flowering plants;
    - ii) Shrubs and vines; and, (iii) Trees.
  - c) Development on corner lots shall be enhanced with a combination of specimen trees, accent plantings, upgraded perimeter wall surfaces, hardscape treatments and landscape lighting adjacent to the street intersection.
  - d) Drought-tolerant and low-maintenance trees, vines, and groundcovers shall be used on-site. Drip irrigation systems shall be installed to ensure the highest possible level of water conservation.
  - e) Setbacks adjacent to sensitive uses shall include dense landscaping to provide visual screening and noise attenuation.
  - f) Landscaped berms along site edges shall be used to screen parking, loading and service areas and to serve as a sound reduction measure.
  - g) Surface parking lots shall be well-landscaped to reduce heat island effect and visually reduce the expanse of paved area.
  - h) Pervious paving materials are strongly encouraged for sidewalks, pathways, and parking lots or other paved surfaces on-site.
  - i) An automatic irrigation system using current equipment and technology shall be provided for planted areas.
  - j) Run-off retention and on-site water filtration/stormwater treatment features and bioswales should be a part of the overall landscape design, and can also serve as buffering methods for adjacent businesses.

- k) Trees shall be selected and placed to provide canopy and shade for walkways, pedestrian open spaces, and parking areas.**
- l) Tree and shrub planting shall be in large masses.**
- m) Plant material selected shall be suited to the specific soil and micro climatic conditions.**

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# Ordinance Changes

Planning Commission Vote: 8/15/23

City Council Vote: 10/3/23



# Chapter 1: Summary

- Section 1.04:
  - Introduced new regulations for Change of Use Applications.
  - Exempted municipal, county and state-owned properties from use and use district regulations.

# Change of Use – Section 1.04(1): “Make it make sense!”

|                                    | Undeveloped     | Underdeveloped  | Developed       |
|------------------------------------|-----------------|-----------------|-----------------|
| Existing Structure                 | N/A             | All Regulations | Parking ONLY    |
| Expanded Structure<br>(Beyond 35%) | N/A             | All Regulations | All Regulations |
| New Structure                      | All Regulations | All Regulations | All Regulations |

- DEVELOPED PARCEL - A fully developed parcel or lot is a parcel of land with an existing development or use that is of a size that is within the range of density or intensity permitted within the underlying zoning classification, is generally similar in size to other developed parcels or lots within the immediate vicinity, and does not qualify within the definition of an undeveloped or underdeveloped parcel or lot. Any lot or parcel with an existing residential development or use that is below 8,500 square feet shall be classified as fully developed.
- UNDERDEVELOPED PARCEL - An underdeveloped parcel or lot is a parcel that contains a residential unit, commercial use or industrial use that does not take advantage of the full density or intensity permitted in the underlying zoning classification. For the purposes of this definition an underdeveloped parcel or lot shall refer only to a lot which is in a configuration which will allow the parcel or lot to be re-divided or utilized for additional development or use in conformance with the requirements of Table 4.4 of this ordinance and/or parcels with structures that are vacant for more than twelve (12) consecutive months. Lots used solely for shared parking arrangements shall be considered underdeveloped lots.
- UNDEVELOPED PARCEL - An undeveloped parcel or lot is one that does not contain structures and has the capacity to be developed for uses in compliance with the underlying zoning classification.





# Example:

- A quick service restaurant wants to locate on the highlighted lot. The use is permitted in the zone.
- The lot is developed with a building and cannot reasonably feature additional commercial capacity. The lot is considered developed.
- Only parking regulations would take effect.





# Example:

- An office wants to locate on the shown lot. The use is permitted in the zone.
- The lot is developed with three buildings, one in use by a quick service restaurant and two vacant.
- The lot is considered underdeveloped as it can feature additional commercial capacity.
- All zoning regulations would be applicable.





## Government Exemption – Section 1.04(4)

Municipal, county, and state owned properties shall be exempt from all use and use district regulations set forth within this ordinance. This section shall not be construed to exempt such uses and structures from following development or supplemental regulations found herein. Utility providers are subject to all regulations found within this ordinance unless otherwise indicated.

# Chapter 2: Summary

- Section 2.02:
  - Revised the Planning Commission Membership terms and term language per City Council and City Attorney request.
  - Introduced a new attendance policy.
  - Introduced required training for commissioners.
  - Removed the authority within this section for plat decisions, consistent with state law and City Council action in 2022.
  - Changed all language referring to a Administrative and Plat Committee to Technical Advisory Committee (TAC).
  - Removed inconsistent staff appeal language.
  - Revised language surrounding what a variance can be applied for.
  - Removed duplicate language.
  - Added Joint School/City Committee language (passed in August 2023).
- Section 2.06:
  - Added language from revised state law regarding hearing standards and requirements.

# Planning Commission Membership – Section 2.02(8)

## 8) MEMBERSHIP.

~~a) The Planning & Zoning Commission of the City of Villa Rica shall be comprised of five (5) members who reside in, own property within, or operate and manage businesses within the city limits of Villa Rica, Georgia. The members shall be appointed for two (2) year terms, as shown below and every two (2) years thereafter. If a member is appointed to fill a vacancy during a term, the replacement member shall serve the remaining balance of that term. Each member of the Planning & Zoning Commission shall be denominated as a member for one of the five voting wards within the City. The City Council member representing that particular ward shall nominate candidates to fill the vacancy for that ward when they become available. Once nominated, the full Mayor and Council may approve that nomination or select an alternate candidate to fill the Planning & Zoning Commission position. All members shall continue to serve until their successor has been approved by the City Council.~~ The Planning & Zoning Commission of the City of Villa Rica shall be comprised of five (5) members who reside in the city limits of Villa Rica, Georgia. The members shall be appointed as shown below and every two (2) years thereafter. If a member is appointed to fill a vacancy during a term, the replacement member shall serve the remaining balance of that term. Each member of the Planning & Zoning Commission shall be nominated as a member for one of the five voting wards within the City. The City Council member representing that particular ward shall nominate candidates to fill the vacancy for that ward when they become available. Once nominated, the full Mayor and Council may approve that nomination or select an alternate candidate to fill the Planning & Zoning Commission position. All members shall continue to serve until their successor has been sworn in.

i) The current terms for the wards within the City are as follows:

- (1) Ward 1 – ~~01/01/2020 – 12/31/2022~~ 01/01/2020-12/31/2023
- (2) Ward 2 – ~~12/01/2019 – 12/31/2021~~ 01/01/2022-12/31/2022
- (3) Ward 3 – ~~01/01/2021 – 12/31/2023~~ 01/01/2021-12/31/2022
- (4) Ward 4 – ~~01/01/2021 – 12/31/2023~~ 01/01/2021-12/31/2022
- (5) Ward 5 – ~~01/01/2021 – 12/31/2022~~ 01/01/2023-12/31/2023

# Planning Commission Attendance Policy – Section 2.02(8)

- c) Failure to attend three (3) ~~out of four consecutive~~ regularly scheduled meetings within a calendar year shall be considered automatic resignation from the Planning & Zoning Commission. Upon resignation by other means, or other vacancies occurring in office, the Chairman or Secretary (Zoning Administrator) shall inform the City Council of such occurrence as promptly as possible, so that the Council may appoint a replacement to fill the unexpired term.



# Planning Commission Training Policy – Section 2.02(8)

- d) Members shall attend two (2) training classes during each term of office.

# Preliminary Plat Procedure Correction

## – Section 2.02(9)(i)

~~i) Decisions. Approve or deny plats, re plats, and amendments to plats consistent with the Georgia Planning Act (O.C.G.A. 45-12-200, et seq., and 50-8-1, et seq.);~~

# Technical Advisory Committee

## – Section 2.03(2)(n)

- n) Schedule of Meeting and Filing Dates. The Director shall maintain an annual Calendar of Meeting and Filing Dates for the Planning & Zoning Commission, Villa Rica City Council, and other established advisory/review committees. The existence of this calendar shall not be interpreted as prohibiting special meetings of the Committees, Commission, or Council.
  - i) Coordination of Calendars. The calendars of the ~~Administrative and Plat Committee~~ Technical Review Committee, other established advisory/review committees, and Planning & Zoning Commission shall be coordinated to ensure the efficient processing of applications.
  - ii) Conformance with Georgia Code. All meeting and filing dates shall be based on the requirements of this Ordinance and the laws of the State of Georgia.
  - iii) Approval of Dates. The Calendar of Meeting and Filing Dates shall be prepared by the Director and approved by the Planning & Zoning Commission and Villa Rica City Council ~~(the Planning & Zoning Commission shall be responsible for approving a coordinated calendar for the Administrative and Plat Committee or other advisory/review committees)~~. The calendar of meeting and filing dates shall be reviewed and updated annually by the Director.

# Staff Appeals – Section 2.03(3)

3) APPEALING A DECISION OF THE DIRECTOR. Recourse from the decision of the Director shall be to the Villa Rica City Council on matters pertaining to zoning and shall be made in accordance with *Section 11.11 – Administrative Appeals Procedure* and the Villa Rica City Council Rules of Procedure. Recourse from the decision of the Villa Rica City Council shall be to the courts as provided by law.

~~a) Exception. - Recourse from the decision of the Director regarding administrative review of Development Plans shall be appealed to the Planning & Zoning Commission.~~



# Variance Language Revision

## – Section 2.04(2)(a)(i)(1)

### 2) DUTIES OF THE VILLA RICA CITY COUNCIL

a) For the purpose of this Ordinance the Council has the following specific responsibilities:

i) Development Standards Variances.

(1) The Villa Rica City Council shall approve or deny variances from ~~the development standards (such as height, bulk, or area)~~ all individual standards found within ~~of~~ the Zoning Ordinance in accordance with the Georgia Planning Act (O.C.G.A. 36-66-1, et seq.; 36-67-1, et seq.; and, 36-67A-1, et seq.). Variances shall not be granted from standardized procedural or administrative policies found within the Zoning Ordinance. A variance may be approved only upon a determination in writing that:

- (a) the approval will not be injurious to the public health, safety, morals, and general welfare of the community;
- (b) the use and value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner; and
- (c) the strict application of the terms of the Zoning Ordinance will result in practical difficulties in the use of the property.

(2) Variance procedures can be found in *Chapter XI: Petitions, Permits, and Procedures* and the Villa Rica City Council Rules of Procedure.

# Duplicate Language Removed

## - Section 2.04(2)(a)

- ~~i) Rezoning. To grant, approve or deny all petitions for rezoning as specified in each zoning district and under the procedures per *Chapter XI: Petitions, Permits, and Procedures* and the Villa Rica City Council Rules of Procedure.~~
- ~~ii) Annexation. The Zoning Procedures Law defines a "zoning decision" as, among other things, "The adoption of an amendment to a zoning ordinance by a municipal local government which zones property to be annexed into the municipality." Thus, adopting any zoning on an annexed property is subject to the ZPL.~~
- ~~iii) Comprehensive Plan Amendments. Amendments to the Comprehensive Plan can be initiated by the City Council as an annual update or for specific purposes, including the annexation of property into the city and modifications to the Future Development Map, under the procedures per *Chapter XI: Petitions, Permits, and Procedures*.~~
- ~~iv) Text Amendments. City staff, the Planning Commission, and the City Council can initiate a text amendment in whole or in part of the Villa Rica Zoning Ordinance. Procedures are subject to the requirements outlined in *Chapter XI: Petitions, Permits,* and subject the requirements of *Georgia Zoning Procedures Act (O.C.G.A 36-66)*, and are subject to the final approval of the City Council.~~
- ~~v) Final Plat. The City Council shall have the authority approve, approve with conditions, or deny a Final Plat that includes the dedication of public streets and infrastructure.~~

# Revised State Law Language Added

## -Section 2.04(2)(a)(ix)

### ix) Adoption of Policies and Procedures Governing Hearings.

1. Local governments shall adopt policies and procedures which govern calling and conducting hearings required by Code Section 36-66-4, and printed copies of such policies and procedures shall be available for distribution to the general public. Such policies and procedures shall specify a minimum time period at hearings on proposed zoning decisions or quasi-judicial decisions for presentation of data, evidence, and opinion by proponents of each zoning decision and an equal minimum time period for presentation by opponents of each proposed zoning decision, such minimum time period to be no less than ten minutes per side.
2. In addition to policies and procedures required by subsection (a) of this Code section, each local government rendering a zoning decision shall adopt standards governing the exercise of the zoning power, and such standards may include any factors which the local government finds relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to the unrestricted use of property. Such standards shall be printed and copies thereof shall be available for distribution to the general public.
3. In addition to policies and procedures required by subsection (a) of this Code section, each local government providing for a quasi-judicial officer's, board's, or agency's grant, denial, or review of a quasi-judicial matter may adopt specific standards and criteria governing the exercise of such quasi-judicial decision-making authority, and such standards shall include the factors by which the local government directs the evaluation of a quasi-judicial matter. Such standards shall be printed and copies thereof made available for distribution to the general public.
4. The policies and procedures required by subsection (1) of this Code section and the adoption of standards required by subsection (2) and permitted by subsection (2) of this Code section shall be included in and adopted as part of the zoning ordinance. Prior to the adoption of any zoning ordinance enacted on or after July 1, 2022, a local government shall conduct a public hearing on a proposed action which may be advertised and held concurrent with the hearing required by subsection (a) of Code Section 36-66-4 for the adoption of a zoning ordinance. The provisions of subsection (a) of Code Section 36-66-4 relating to notices of public hearings for the purposes of that subsection shall also apply to public hearings required by this subsection.

# Hearing Standards and Requirements – Section 2.06

- *Applicability.* Public hearings held by the City Council as required by this ordinance with regard to rezoning requests (amendments to the official zoning map), applications for conditional uses, applications for variances, and appeals of any administrative decision shall be called and conducted in accordance with the procedures of this section. The City Clerk shall print and make available for distribution to the general public the procedures for the conduct of public hearings as well as the standards to be applied by the Council in making zoning decisions.
- *Presiding officer.* The presiding officer shall preside over the public hearing. In the case of the City Council, the Mayor shall preside, or in the absence of the Mayor the Mayor Pro Tempore shall preside, or in the absence of both the Mayor and Mayor Pro Tempore another member of the City Council shall be designated to preside, over the public hearing.
- *Opening of public hearing.* The presiding officer shall indicate that a public hearing has been called on one or more applications made pursuant to this ordinance shall summarize the processes required by this article (or call on the Zoning Administrator to summarize), and shall open the public hearing. Thereupon, the presiding officer shall call the first case and the City Council shall consider each application on an individual basis in succession as printed on the published agenda or as otherwise approved by the City Council; provided, however, that the presiding officer may at his discretion call and consider more than one application simultaneously when more than one application involves the same piece of property, and/or when proceedings would be efficiently completed by combining separately required public hearings and discussing more than one scheduled matter as a single group of applications.
- *Report of Zoning Administrator.* Upon opening the public hearing, the presiding officer may recognize the Zoning Administrator, who may provide a summary of the application and present any recommendations or results of investigations. Any member of the City Council upon recognition by the presiding officer may ask questions of the Zoning Administrator or designee or other city or planning commission representative providing a report or recommendations. The Zoning Administrator may be represented at the public hearing by written report in lieu of oral testimony.
- *Identification of speakers.* Prior to speaking, each speaker (including applicant, agent of applicant, and all others) must identify himself and state his current address for the record. The presiding officer may require a speaker to complete an information card supplying such information, prior to testifying.

(Continued)

# Chapter 3: Summary

- “Nonconformities”
- No changes proposed.



# Chapter 6: Summary

- Revised and updated the PUD procedures (6.03)
- Clarified what standards apply to PUDs in the absence of specific standards (6.05)
- Revised language referring to revisions of PUDs.
- Corrected the Preliminary Plat procedures to align with previous City Council action.
- Revised language throughout to refer to Preliminary Plat AND Development Plan procedures as the same; and revised the roles of the Planning Commission and Technical Advisory Committee.
- Removed the option for alternative submissions for Final Plat to align with our process (6.08)
- Introduced a subsection to restrict amendments to concept plans and final plats and provide regulations surrounding major and minor changes.
- Revised the PUD flow-chart accordingly.

# Revised PUD Procedures – Section 6.03(1)

- Clarified and reworded the option for preliminary plat approval or the approval of a development plan based on the type of development.
- Inserted the City Council as the approving authority of PUD Final Plats in lieu of the TAC.

a) Plat Approval. The third step in the process is to submit either a Development Plan or a Preliminary Plat.

i) Development Plan. Preliminary Plat. The Detailed Development Plan is the third step in the process. In this step, The applicant prepares an overall plan for the site which will be reviewed by staff, the Technical Advisory Committee and approved by the Planning & Zoning Commission. For a Planned Unit Development that is going to be subdivided, this step also serves as the Preliminary Plat. A Development Plan should be submitted only for those PUDs that are not proposed to be subdivided further or consists of a mix of commercial/industrial and residential uses.

ii) Preliminary Plat. Submission of a Preliminary Plat, processed in the manner described in this Chapter, and the subsequent submission of a Final Plat for any portion of the approved Preliminary Plat the applicant wishes to develop. The Final Plat submitted according to this option shall be processed in the manner described in this Chapter. A Preliminary and Final Plat should only be submitted for PUDs that are detached residential single-family as the primary use of all structures.

b) Final Plat. The Final Plat is the final step in establishing a Planned Unit Development. During this step, the petitioner's specific plan for the entire site or a portion of the site is reviewed by the City Council. members of the Technical Advisory Committee. For a Planned Unit Development that is going to be subdivided, this step also serves as the Final Plat.

~~i) Options:~~

~~(1) Submission of a Preliminary Plat, processed in the manner described in this Chapter, and the subsequent submission of a Final Plat for any portion of the approved Preliminary Plat the applicant wishes to develop. The Final Plat submitted according to this option shall be processed in the manner described in this Chapter.~~

~~(2) Submission of a Final Plat without a Preliminary Plat, processed in the manner described in this Chapter.~~

# Relationship between PUD Ordinance and Zoning Ordinance – Section 6.05(5)(b)

## 5. PUD ORDINANCE REQUIREMENTS

a. The PUD Ordinance shall address all of the development standards contained within, and may defer to, the City of Villa Rica Zoning Ordinance. At a minimum, the following requirements should be addressed:

- i. Location, size, orientation and shape of buildings;
- ii. Building materials and appurtenances;
- iii. Parking;
- iv. Signage;
- v. Exterior renovation or altering of existing structures;
- vi. Demolition of existing structures;
- vii. Landscaping;
- viii. Environmental and natural resource protection;
- ix. Erosion and sedimentation control;
- x. Vehicular and pedestrian circulation;
- xi. Outdoor lighting;
- xii. Minimum lot area;
- xiii. Minimum lot frontage;
- xiv. Minimum lot width;
- xv. Minimum front setback;
- xvi. Minimum side setback;
- xvii. Minimum rear setback;
- xviii. Maximum height of structures (principal and accessory);
- xix. Maximum lot coverage;
- xx. Minimum floor area;
- xxi. Site access;
- xxii. Site screening and buffering;
- xxiii. Location of dumpsters; and
- xxiv. Location of open spaces.

b. Should the PUD ordinance not address specific development standards and subsections as set forth within Section 7 and Section 9 of this chapter, then those standards shall apply.

# Feedback from Applicant after P&Z Meeting

## – Section (6.05)(7)(e)

- e) Revisions. Following Planning & Zoning Commission approval, the petitioner ~~shall~~ may submit revised copies of the PUD District Ordinance and the Concept Plan that address the comments and concerns of the Planning & Zoning Commission.

# Revised Preliminary Plat Procedure for Consistency – Section 6.06

- 1) PURPOSE. The purpose of a ~~-Preliminary Plat or~~ Detailed Development Plan is to divide land into lots, blocks and common area.
- 2) APPLICATION. An application for Preliminary Plat shall be filed with the Secretary of the Planning & Zoning Commission by the owner, or his/her designee, of property for which the Planned Unit Development is proposed. The applicant shall refer to the application packet to determine the format and number of copies of the plans to be delivered and the application shall be in accordance with the established procedures of the Community Development department and shall contain, at a minimum, the following information:
  - a) Name, address, and phone number of applicant;
  - b) Name, address, and phone number of registered surveyor or registered engineer assisting in the preparation of the Preliminary Plat;
  - c) A survey of the tract that is to be developed;
  - d) Description of existing use;
  - e) Identification of the existing zoning district;
  - f) A vicinity map at a scale approved by the ~~Technical Advisory Committee Planning & Zoning Commission~~, showing existing property lines, streets, existing and proposed zoning, and such other items as the ~~Technical Advisory Committee Planning & Zoning Commission~~ may require to show the relationship of the Planned Unit Development to the Comprehensive Plan and to existing developments, schools and other community facilities and services;
  - g) A Preliminary Plat ~~or Development Plan~~ at a scale approved by the ~~Technical Advisory Committee Planning & Zoning Commission~~ showing topography at two (2) foot intervals; the approximate location and type of residential, commercial and industrial land uses; layout, dimensions, and names of existing and proposed streets, rights-of-way, utility easements, parks and open spaces; layout and dimensions of lots and building setback lines, areas of proposed buffering; preliminary improvement drawings showing: points of ingress/egress, water, sewer, drainage, electricity, telephone, and such other characteristics as the Planning & Zoning Commission deems necessary;
  - h) Proposed schedule for the development of the site, identifying phasing where applicable;
  - i) Evidence that the applicant has sufficient control over the land in question to initiate the proposed development plan within five (5) years; including a statement of all the ownership and beneficial interests in the tract of land and the proposed development;
  - j) In the case of a residential planned unit development, the proposed density to which the Development shall be limited; and
  - k) In the case of office, commercial, industrial, or mixed-use planned unit development, a statement identifying the principal type of office, business, industrial, and/or other uses that are to be included in the proposed development.
- 3) TECHNICAL ADVISORY COMMITTEE. Once the Department has determined that it has received a submittal that is sufficiently complete for Technical Advisory Committee (TAC) review, the Department shall inform the petitioner of the time, date, and place of the meeting. Following TAC review, the applicant shall submit revised copies of the plans that address the comments and concerns of the TAC. ~~The Department shall inform the petitioner of the time, date, and place of the Planning & Zoning Commission meeting. The public hearing procedures shall be as established in the Villa Rica Planning & Zoning Commission Rules of Procedure.~~
- 4) ~~NOTICE~~
  - ~~a) Notice of Public Hearing. The notice of public hearing shall occur as established in O.C.G.A. § 36-36-36 et seq. As a minimum, the secretary shall, at least ten (10) days prior to the date set for the public hearing at the applicant's expense, publish a notice one (1) time in the City's Legal Organ. The notice shall set forth the time and place of the public hearing and a general description of the Planned Unit Development.~~



# ...Continued

- 5) ~~PUBLIC HEARING/PLANNING & ZONING COMMISSION~~ TECHNICAL ADVISORY COMMITTEE REVIEW AND APPROVAL
- a) After receipt of the Preliminary Plat or Development Plan, the Planning & Zoning Commission shall hold a public hearing within a reasonable period of time.
  - b) The ~~Planning & Zoning Commission~~ Technical Advisory Committee shall review the ~~preliminary~~ plan to determine if the Proposed Planned Unit Development is:
    - i) Consistent with the intent and purpose of this Ordinance;
    - ii) Whether the proposed development advances the general welfare of the community and neighborhood; and
    - iii) Whether the benefits, combination of various land uses, and the interrelationship with the land uses in the surrounding area justify the deviation from standard district regulations.
  - c) The ~~Planning & Zoning Commission's~~ Technical Advisory Committee approval in principle of the primary development shall be necessary before an applicant may submit a Final Plat.
  - d) Approval in principle shall not be construed to endorse the following:
    - i) A precise location of uses;
    - ii) Configuration of parcels;
    - iii) Engineering feasibility.
- 6) EXPIRATION. The Preliminary Plat/Development Plan approval shall expire in five (5) years unless final approval of all or part of the development is complete.

# Final Plat Revisions (minor) – Section 6.07

## REVIEW

- a) Review . The Technical Advisory Committee shall review Final Plats at a regular meeting. This shall not be a public hearing.
- b) ~~TAC Review Criteria~~, City Council Review Criteria. Before taking action, ~~TAC~~ City Council shall find that the facts submitted with the application and presented at the public hearing establish that:
  - i) The proposed development can be initiated within two (2) years of the date of approval;
  - ii) Each individual unit of the development, as well as the total development, can exist as an independent unit capable of creating an environment of sustained desirability and stability or that adequate assurance will be provided that such objective will be attained, the uses proposed will not be detrimental to present and potential surrounding uses, but will have a trespass
  - iii) Beneficial effect which could not be achieved under standard district regulations;
  - iv) The streets as proposed are suitable and adequate to carry anticipated traffic, and increased densities will not generate traffic in such amounts as to overload the street network outside the Planned Unit Development;
  - v) Any proposed commercial development can be justified at the locations proposed;
  - vi) Any exception from standard district requirements is warranted by the design and other amenities incorporated in the Final Plat, in accordance with the Planned Unit Development;
  - vii) The area surrounding the development can be planned and zoned in coordination and substantial compatibility with the proposed development;
  - viii) The Planned Unit Development is in general conformance with the Comprehensive Plan of the City;
  - ix) The existing and proposed utility services are adequate for the commercial uses provided; and
  - x) The proposed open spaces are adequate and appropriate as identified in this Chapter.
- c) Action .
  - i) The ~~Technical Advisory Committee~~ City Council shall take action to:
    - (1) approve as presented;
    - (2) approve with supplementary conditions; or
    - (3) disapprove at a public hearing.
  - ii) Following ~~Technical Advisory Committee~~ City Council review, the applicant shall submit revised copies of the plans that address the comments and concerns of the City Council ~~Technical Advisory Committee~~. The applicant shall refer to the application packet to determine the format and number of copies of the plans to be delivered.

# Removal of Alternative Plat Submittal Language – Section 6.08

## Sec. 6.08 – ALTERNATIVE SUBMISSION FOR FINAL PLAT

1) APPLICATION. The applicant need not file a Preliminary Plat if filing a Final Plat for the entire site, incorporating all requirements of both the Preliminary and Final Plats as described in this Section. The Final Plat shall be filed with the Secretary of the Planning & Zoning Commission by at least one (1) owner, or his/her designee, of the property for which the Planned Unit Development is proposed. Each application shall be signed by the owner, attesting to the truth and exactness of all information supplied on the application for Final Plat, and submitted to the Planning & Zoning Commission for public hearing. At a minimum, the application shall contain the following information:

- a) A survey of the tract that is to be developed showing existing features of the property including streets, alleys, easements, utility lines, existing land use, general topography and physical features;
- b) A development plan showing the location and arrangement of all existing and proposed structures, the proposed traffic circulation pattern within the development, the areas to be developed for parking, the points of ingress and egress including streets where required, the relationship of abutting land uses and zoning districts, proposed lots and blocks, if any, and proposed public or common open space, if any, including parks, playgrounds, school sites and recreational facilities, screening, and areas to be left in their natural state;
- c) A statement of the proposed total gross floor area, and the percentage of the development which is to be occupied by structures;
- d) Floor plans of the proposed structures; Landscaping plans;
- e) When a Planned Unit Development is to be constructed in stages or units, a schedule for the development of such stages or units shall be submitted. When a Planned Unit Development provides for common open space, the total area of common open space provided at any stage of development shall, at a minimum, bear the same relationship to the total open space to be provided in the entire Planned Unit Development as the stages or units completed or under development bear to the entire Planned Unit Development;
- f) Evidence that the applicant has sufficient control over the tract to affect the proposed plan, including a statement of all the ownership and beneficial interests in the tract of land and the proposed Development;
- g) In the case of a residential planned unit development, the proposed density to which the Development shall be limited;
- h) In the case of Office, Commercial, or Industrial, a statement identifying the principal type of office, business and/or industrial uses that are to be included in the proposed Development;
- i) When a Planned Unit Development includes provisions for common open space or recreational facilities, a statement describing the provision that is to be made for the care and maintenance of such open space or recreational facilities. If it is proposed that such open space be owned and/or maintained by any entity other than a governmental authority, copies of the proposed Chapters of Incorporation and bylaws of such entity shall be submitted; and
- j) Copies of any restrictive covenants that are to be recorded with respect to property included in the Planned Development District.

# New Language to address Concept Plan and Plat amendments – New Section 6.08

## Sec. 6.08– AMENDMENTS TO THE CONCEPT PLAN AND FINAL PLAT

- 1) No changes shall be made in the approved Concept Plan or plats unless in conformance with the following requirements. The term "minor changes" as used in this section is considered to represent changes that do not alter the overall characteristics of the total plan and that create no adverse impacts on adjacent uses or public services and facilities. Some examples of what can be considered as minor changes are:
  - a) Minor Change. The Community Development Director may authorize minor changes under the following conditions:
    - i) Changes in location and type of landscaping and/or screening so long as the approved character and intent is maintained;
    - ii) Changes in the orientation of portions of parking areas so long as the effectiveness of the overall site circulation and parking is maintained; parking areas shall be relocated not closer than twenty (20) feet to any residential structure or ten (10) feet to any street or right-of-way lines; and the number of parking spaces shall not be reduced by the relocation;
    - iii) Changes in the location of sidewalks and pathways, provided that continuity of pedestrian circulation remains;
    - iv) The reorientation, but not complete relocation of structures;
    - v) Changes that will not impact properties or uses outside of and adjacent to the PD; or
    - vi) Redesign of open space that does not decrease the recreational, buffering, or environmental benefits of the open space.
  - b) Prohibitions. No minor change authorized by this section may cause any of the following:
    - i) Change in the permitted uses or of development character;
    - ii) increased overall coverage of structures;
    - iii) increased density or intensity of use;
    - iv) increased demand for traffic circulation and public utilities;
    - v) decrease in public or private open space;
    - vi) decrease in pavement and sidewalk widths; or
    - vii) increased numbers of dwellings.
- 2) Major Change. All other changes to the approved Concept Plan or plats shall be deemed "major" and shall be approved only by the Council after review of a revised Final Development Plan and/or Map. No amendments may be made in the approved Final Development Plan unless the applicant establishes that such amendments are required as a result of:
  - a) changes in conditions that occurred after Final Development Plan approval;
  - b) changes in the development policy of the community; or
  - c) conditions that were reasonably unforeseen at the time of Final Development Plan approval.
- 3) Recording of Changes and Amendments. Any changes that are approved for the Final Development Plan and/or Final Plat shall be recorded as amendments to the previously recorded Plan and/or Map.

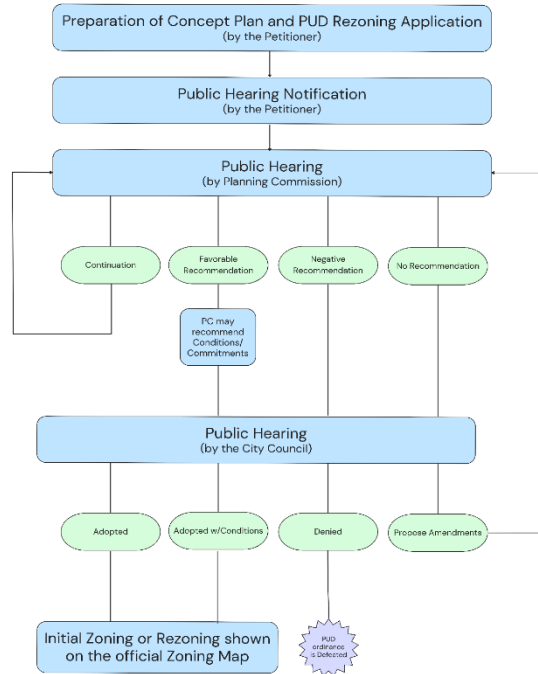
New Language is ported from the UDC

# New Flow Charts (Figure 6.1 and 6.2)

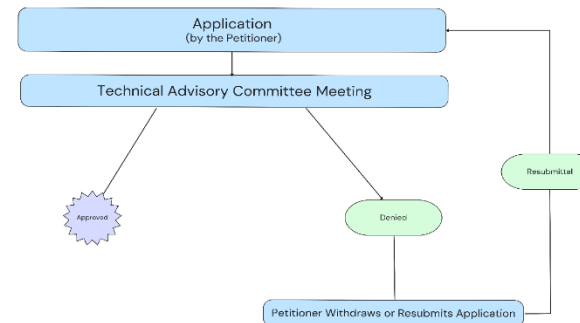
## Pre-Submittal Meeting

Meet with City Staff to discuss the preparation of the Concept Plan

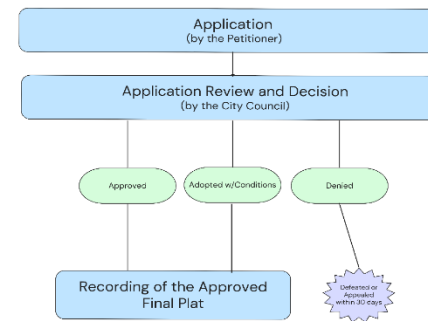
## Initial/Rezoning to a PUD



## Preliminary Plat/Development Plan Process



## Final Plat Process





# Chapter 7: Summary

- Inserted new language for changes of use (ported from 1.04)
- Revised Stacking Spaces for Drive-Throughs to be consistent throughout the ordinance.
- Removed References to Parking Lots in “Special Areas”.
- Introduced expanded parking requirements for Warehousing, Distribution or Flex Tenant spaces.
- Classified Redevelopment sites as undeveloped or underdeveloped (Section 7.07)
- Added additional amenity options for Single-Family Developments (Section 7.16)
- Moved portions of 9.02, 9.03 and 9.04 into three new subsections of Chapter 7 to address layout and site planning for residential, commercial and industrial uses (no new language). (Section 7.17, 7.18 and 7.19)

# New Change of Use Language Added (7.01)

- Inserted new language for changes of use (ported from 1.04)

- a) All changes of use proposed within existing structures on developed parcels shall be exempt from all development regulations within this ordinance except parking requirements.
- b) All changes of use proposed within new structures or structures expanded beyond 35% of the existing structure's square footage on developed parcels shall be subject to all applicable regulations within this ordinance as set forth herein.
- c) All changes of use proposed within existing buildings, new buildings, or buildings expanded beyond thirty-five percent (35%) of the existing structure's square footage, and located on underdeveloped or undeveloped lots shall be subject to all applicable regulations within this ordinance as set forth herein.

# Stacking Spaces For Drive-Through Businesses

## – Section 7.02(15)

- Revised section on stacking spaces to refer to the existing Table 8.2 within the ordinance that already addresses stacking spaces.

### 1) STACKING SPACES FOR DRIVE-THROUGH BUSINESSES

- a) For the purposes of this Ordinance, one stacking space shall be construed as a minimum of nine (9) feet in width and nineteen (19) feet in length.
- b) Businesses utilizing drive-through windows or those that offer drive-through facilities shall meet the requirements set forth within Table 8.2: Stacking Space Schedule and all applicable regulations within Section 8.09 of the ordinance. ~~provide a minimum of:~~
  - ~~i) seven (7) stacking spaces per vehicular service window for restaurants and coffee houses;~~
  - ~~ii) five (5) four (4) stacking spaces per vehicular service window or automated teller machine for banks and other financial institutions;~~
  - ~~iii) seven (7) stacking spaces per service bay for car-washing establishments;~~
  - ~~iv) three (3) two (2) stacking spaces per fuel pump or air compressor for gas stations;~~
  - ~~v) five (5) stacking spaces per vehicular service window for all other uses.~~

# Removed References to Parking Lots in “Special Areas”. – Section 7.02(21)

- No Special Areas in the city.

~~1) —PARKING LOTS IN SPECIAL AREAS. Refer to Chapter V: Infill Development Standards for additional parking standards.~~

# Introduced New Parking Standards for Warehousing, Distribution and Flex Space

## – Table 7.4

OLD:

| Table 7.4: Minimum Parking Space Requirements     |                                                                                                                                                                                                                   |
|---------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Type of Use                                       | Minimum Required Parking                                                                                                                                                                                          |
| <b>Retail Businesses</b>                          |                                                                                                                                                                                                                   |
| Business, Retail                                  | one space for each three hundred (300) square feet of net floor area; minimum six (6) spaces                                                                                                                      |
| Supermarket / Convenience Store                   | up to 5,000 square feet: one (1) space for every two hundred fifty (250) square feet of net floor area greater than 50,000 square feet: one (1) space for every three hundred (300) square feet of net floor area |
| Hardware Store / Appliance Sales                  | one (1) space for every four hundred (400) square feet of net floor area                                                                                                                                          |
| Apparel / Shoe Store                              | one (1) space for every three hundred (300) square feet of net floor area                                                                                                                                         |
| Furniture Store                                   | one and one half (1.5) spaces for every one thousand (1000) square feet of net floor area                                                                                                                         |
| Business, Wholesale                               | one (1) space for each five hundred (500) square feet of net floor area                                                                                                                                           |
| <b>Shopping Center / Big Box</b>                  |                                                                                                                                                                                                                   |
| ≤ 100,000 square feet gross leasable              | one (1) space per three hundred (300) square feet for the first ten thousand (10,000) square feet and one (1) space per each four hundred (400) square feet thereafter                                            |
| between 100,001- 500,000sq ft gross leasable area | one (1) space per three hundred fifty (350) square feet for the first ten thousand (10,000) square feet and one (1) space per each four hundred (400) square feet thereafter                                      |
| > 500,000 sq ft gross leasable area               | one (1) space four hundred (400) square feet                                                                                                                                                                      |
| <b>Industrial</b>                                 |                                                                                                                                                                                                                   |
| Manufacturing                                     | one (1) space per employee on largest shift, plus one (1) visitor space per ten (10) employees                                                                                                                    |
| Research and Testing                              |                                                                                                                                                                                                                   |
| Salvage Yard                                      |                                                                                                                                                                                                                   |
| Solid Waste Transfer Station                      |                                                                                                                                                                                                                   |
| Warehousing, Distribution, or Flex Tenant         |                                                                                                                                                                                                                   |

NEW:

| Table 7.4: Minimum Parking Space Requirements      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|----------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Type of Use                                        | Minimum Required Parking                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Retail Businesses</b>                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Business, Retail                                   | one space for each three hundred (300) square feet of net floor area; minimum six (6) spaces                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Supermarket / Convenience Store                    | up to 5,000 square feet: one (1) space for every two hundred fifty (250) square feet of net floor area greater than 50,000 square feet: one (1) space for every three hundred (300) square feet of net floor area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Hardware Store / Appliance Sales                   | one (1) space for every four hundred (400) square feet of net floor area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apparel / Shoe Store                               | one (1) space for every three hundred (300) square feet of net floor area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Furniture Store                                    | one and one half (1.5) spaces for every one thousand (1000) square feet of net floor area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Business, Wholesale                                | one (1) space for each five hundred (500) square feet of net floor area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Shopping Center / Big Box</b>                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| ≤ 100,000 square feet gross leasable               | one (1) space per three hundred (300) square feet for the first ten thousand (10,000) square feet and one (1) space per each four hundred (400) square feet thereafter                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| between 100,001- 500,000 sq ft gross leasable area | one (1) space per three hundred fifty (350) square feet for the first ten thousand (10,000) square feet and one (1) space per each four hundred (400) square feet thereafter                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| > 500,000 sq ft gross leasable area                | one (1) space four hundred (400) square feet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Industrial</b>                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Manufacturing                                      | one (1) space per employee on largest shift, plus one (1) visitor space per ten (10) employees                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Research and Testing                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Salvage Yard                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Solid Waste Transfer Station                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Logistics and Distribution Facilities (High Cube)  | <p>Vehicle Parking:<br/> one (1) space for every one thousand (1,000) square feet of Gross Floor Area (GFA) for the first twenty-thousand (20,000) square feet; one (1) space per two thousand (2,000) square feet for the second twenty-thousand (20,000) square feet; one (1) space per five thousand (5,000) square feet for that portion over forty-thousand (40,000) square feet. No additional spaces if office area is less than ten (10%) percent of the total building square footage. Office space rate if office area is over ten (10%) percent of the total building square footage.</p> <p>Truck and Trailer Parking:<br/> one (1) oversized truck space for every five thousand (5,000) square feet of GFA *<br/> *Truck docks shall not be included in this calculation.</p> |
| Warehousing Facilities                             | one (1) space for every eleven-thousand (11,000) square feet of Gross Floor Area (GFA) for the initial forty-thousand (40,000) square feet; one (1) space per forty-one thousand (41,000) square feet of additional GFA greater than four-hundred-and-one-thousand (401,000) square feet; four (4) spaces per eleven-thousand (11,000) square feet of GFA of office space. Where multiple tenants and/or uses occupy the same building, the parking shall be calculated based upon the floor area used by each tenant or use.                                                                                                                                                                                                                                                               |



# Classified Redevelopment Sites – Section 7.07(1)

- Redevelopment sites are obviously not “developed” sites yet. Added Language.

1) For redeveloped sites the Department of Planning and Development strongly recommends the developer, authorized registered professionals, design professionals and staff schedule a pre-submittal meeting with the department to discuss the potential of the site and any issues that may be present on the site. For the purposes of this chapter, a redeveloped site shall be considered any site that is not considered “developed” as defined within this ordinance.

# Single-Family Amenities –Section 7.16

- Added “Pet Parks” and “Exercise Rooms or areas” as permissible amenity options to align with multifamily developments where possible.
- 2) Allowable Recreational Amenities:
    - a) Swimming pool sized to comply with NRPA standards.
    - b) Golf course.
    - c) Resident clubhouse.
    - d) Two tot lots with a minimum size of five-hundred (500) square feet per lot.
    - e) Basketball, volleyball, or other sport court.
    - f) Two picnic areas, with a minimum size of five-hundred (500) square feet per area, and including a minimum of two picnic tables and one (1) barbeque grill/pit per area.
    - g) Pet park, minimum of two-thousand (2,000) square feet.
    - h) Exercise Room or area to measure no less than four-hundred (400) square feet.
    - i) Other amenity approved by the City Council.

# Introduction of *Section 7.17: Single-Family Detached Layout and Site Planning*

- Moved and Separated Layout and Site Planning from Architectural Standards (9.02) to a new 7.17 for Single-Family Detached Zoning Districts

## Sec. 7.17 – SINGLE-FAMILY DETACHED LAYOUT AND SITE PLANNING

- 1) APPLICABILITY. These standards shall apply to new single-family and two-family dwellings in major and minor subdivisions. Existing residential structures that expand or are altered by more than fifty (50) percent of the existing square footage shall also comply.
- 2) LAYOUT AND SITE PLANNING.
  - a) Topography. Buildings shall be sited in relation to topography of the site, which minimizes cut and fill and limits maximum on-site slope to ten (10%) percent.
  - b) Attempts shall be made to preserve existing vegetation and natural features.
  - c) Building Orientation. Accessory buildings, including residential garages, storage buildings, etc., shall be located behind the primary building. No primary or accessory building shall have service doors, loading doors, or similar service entrances opening toward or oriented to a public or private street.
  - d) Distances between buildings shall be measured by a line perpendicular to the plane of the surface windows or exterior walls. The following distances shall apply to all multifamily developments:
    - i) The window-to-window distance between buildings or facing exterior walls shall not be less than twenty (20) feet for walls without windows.
    - ii) This distance shall be increased to thirty (30) feet for an exposure where a room is a bathroom or laundry/utility room, or is used as a community or group meeting room or for a similar purpose.
    - iii) This distance shall be increased to forty (40) feet for an exposure where a room is a bedroom, living room, kitchen or other common area.
    - iv) The Community Development Director shall have discretion to determine which offset between buildings shall apply and may grant exception to this subsection shall topographic, orientation or other site condition make the distance required impractical.
    - v) Individual buildings shall be located to avoid more than two (2) buildings with parallel orientations to a public street, unless offset by more than five (5) feet. The orientation of the buildings should be varied in order to lessen the massing. Vary the orientation to lessen the massing. The maximum length of a multi-family building shall not exceed one-hundred ninety-two (192) feet. No more than eight (8) townhome units shall be attached in a single row.
  - e) Off-street parking, driveway, drive aisles, carport, garage or service facilities may encroach into the side or rear yard as specified in but shall be no closer than ten (10) feet to any lot line. In no event shall parking be located in required landscaping areas.

# Introduction of *Section 7.18: Multifamily and Single-Family Attached Layout and Site Planning*

- Moved and Separated Layout and Site Planning from Architectural Standards (9.03) to a new 7.18 for Single-Family Detached Zoning Districts

## Sec. 7.18 – MULTI-FAMILY AND SINGLE-FAMILY ATTACHED LAYOUT AND SITE PLANNING

- 1) APPLICABILITY. All new multi-family developments (apartments, townhomes) of three (3) units or more are subject to the following standards.
- 2) LAYOUT AND SITE PLANNING.
  - a) Topography. Buildings shall be sited in relation to topography of the site, which minimizes cut and fill and limits maximum on-site slope to ten (10%) percent.
  - b) Attempts shall be made to preserve existing vegetation and natural features.
  - c) Building Orientation. Accessory buildings, including residential garages, storage buildings, etc., shall be located behind the primary building. No primary or accessory building shall have service doors, loading doors, or similar service entrances opening toward or oriented to a public or private street.
  - d) Distances between buildings shall be measured by a line perpendicular to the plane of the surface windows or exterior walls. The following distances shall apply to all multifamily developments:
    - i) The window-to-window distance between buildings or facing exterior walls shall not be less than twenty (20) feet for walls without windows.
    - ii) This distance shall be increased to thirty (30) feet for an exposure where a room is a bathroom or laundry/utility room, or is used as a community or group meeting room or for a similar purpose.
    - iii) This distance shall be increased to forty (40) feet for an exposure where a room is a bedroom, living room, kitchen or other common area.
    - iv) The Community Development Director shall have discretion to determine which offset between buildings shall apply and may grant exception to this subsection shall topographic, orientation or other site condition make the distance required impractical.
    - v) Individual buildings shall be located to avoid more than two (2) buildings with parallel orientations to a public street, unless offset by more than five (5) feet. The orientation of the buildings should be varied in order to lessen the massing. Vary the orientation to lessen the massing. The maximum length of a multi-family building shall not exceed one-hundred ninety-two (192) feet. No more than eight (8) townhome units shall be attached in a single row.
  - e) Off-street parking, driveway, drive aisles, carport, garage or service facilities may encroach into the side or rear yard as specified in but shall be no closer than ten (10) feet to any lot line. In no event shall parking be located in required landscaping areas.

# Introduction of Section 7.19: Commercial and Industrial Layout and Site Planning

## Sec. 7.19 – COMMERCIAL AND INDUSTRIAL LAYOUT AND SITE PLANNING

- 1) APPLICABILITY. All commercial and industrial developments, with the exception of warehouse, distribution, logistics and agricultural uses in agricultural zoning districts, shall meet or exceed the requirements of this section, in addition to all other applicable development standards established by this Ordinance.
- 2) SITE LAYOUT
  - a) Site planning which encourages compatibility between the site and the buildings and between all buildings on the site is encouraged. Where natural or existing topographic patterns contribute to a development, they shall be preserved and integrated. Modification to topography shall be permitted where it contributes to the overall development.
  - b) The orientation of buildings shall promote interaction with the street or city road and provide a pedestrian friendly environment. All primary and outparcel site buildings shall be arranged so that they complement existing development. The buildings shall frame a corner or enclose a "main street" type corridor. Buildings on islands surrounded by parking should be avoided.
  - c) Newly installed infrastructure and service revisions necessitated by exterior alterations shall be underground. To the extent possible, all existing overhead utilities shall be relocated underground.
- 3) ACCESS. Major and minor arterials and major collector streets must have reasonable restrictions as to the numbers and location of access points. To provide safe and sufficient traffic movement to and from adjacent lands:
  - a) Frontage roads, access roads, and other internal drives shall be constructed to create a hierarchy of roads for safe on-site circulation. These internal drives shall provide pedestrian access and landscaping.
  - b) Shared access shall be coordinated with contiguous lots. Access at the side or rear of buildings is encouraged.
  - c) New access points onto the major and minor arterials shall be coordinated with existing access points whenever possible and approved by the City Engineer.
  - d) Cross-access easements shall be required between adjacent compatible developments.
    - i) All curb cuts shall meet horizontal and vertical sight distance requirements as set forth in Section 304.4 of the City of Villa Rica Development Regulations. The distance from the centerline of the driveway entrance to the centerline of the nearest street intersection shall not be less than 150 linear feet.
    - ii) Opposing curb cuts shall align squarely or be offset no less than one-hundred twenty-five (125) feet.
    - iii) Stub Streets shall be built in all cases where adjacent lots have reasonable potential for development.
  - e) Entry Drive. The commercial entry drive should be appropriate to the size of the development, incorporate signage, lighting, landscaping and set the tone for the development.
  - f) No buildings or paved areas (other than access drives) may be located closer than fifty (50) feet to any area used or zoned for residential purposes.
- 4) PARKING LAYOUT. In addition to the minimum requirements, a maximum of fifty (50%) percent of the required parking shall be located between the front facade and the primary street. The balance

balance of the parking shall be to the rear or side of the primary building. Refer to Section 7.02 – Off-Street Parking and Loading for parking standards. CART CORRAIS. Cart corrals for developments over fifty-thousand (50,000) square feet shall be curbed, and may be landscaped and covered. PEDESTRIAN FACILITIES.

5)  
6)

- a) A connection shall be established from abutting streets with sidewalks to the entrance of primary structures through the use of sidewalks and special demarcation.
- b) Pedestrian areas in parking lots or across interior drives shall be demarcated with special paving, color or height change, or striping for increased safety.
- c) Sidewalks shall be a minimum of six (6) feet wide and shall connect the commercial areas to adjacent residential, office and recreational uses.
- d) Sidewalks in Industrial Districts shall be required on at least one (1) side of each street.
- e) Sidewalks adjacent to customer entries shall be a minimum of eight (8) feet wide.

- Moved and Separated Layout and Site Planning from Architectural Standards (9.04) to a new 7.19 for Commercial and Industrial Zoning Districts



# Section 8.27 *Liquor Stores, Package Stores, and Liquor Outlets*

- Removal of the requirement for frontage along a state highway or major arterial road.

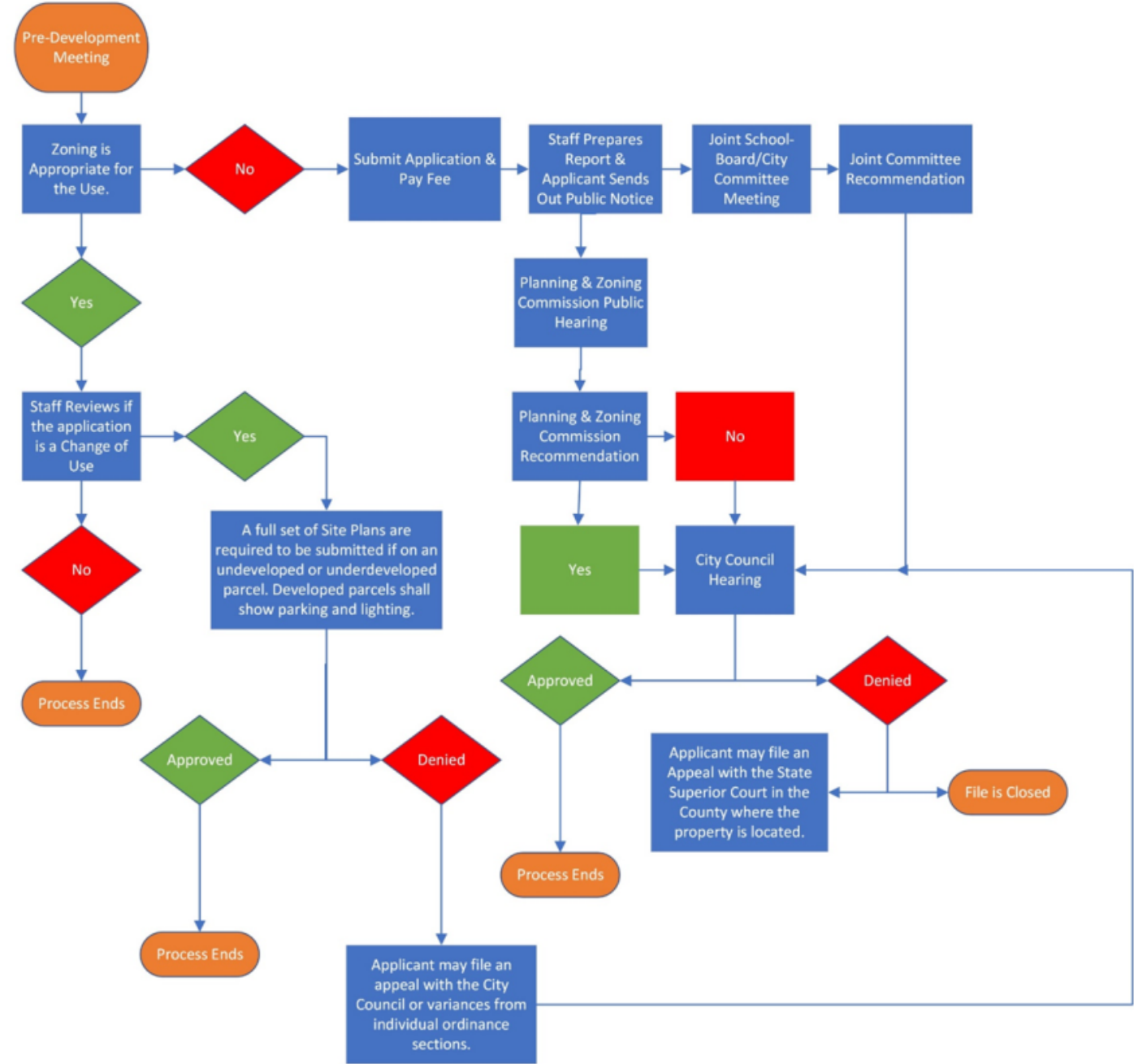
## **Sec. 8.27 – Liquor Stores, Package Stores, and Liquor Outlets**

- 1) Package Stores are restricted to the C-1 Commercial Low Density, and C-2 Commercial Medium-Density zoning districts. In addition to being zoned C-1 or C-2, there are additional zoning requirements as follows:
  - a) The property must have a least two-hundred (200) feet of road frontage ~~on a state highway or major arterial~~, be at least one (1) acre in size, and must be used exclusively for the purpose of selling distilled spirits. This means that a package store shall not be part of a shopping center. It must be a stand-alone building.
  - b) Any building constructed on the property shall be:
    - i) be at least six-thousand (6,000) square feet – of which at least seventy-five (75%) percent shall be dedicated to public retail sales;
    - ii) Shall be occupied by a single tenant;
    - iii) shall have one entrance and one exit and these shall be located at the front of the building;
    - iv) shall have at least one hundred-fifty (150) square feet of plate glass (this excludes plate glass used in the door);
    - v) shall have no windows or doors on the sides or rear of the building.
    - vi) Shall not have living quarters or residential space on the premises.

# New Language on Joint Committee - Section 11.05

- Added language on the role and the requirements of review for the Joint Committee.
- Added a new Zoning Process Flow Chart (Figure 11.2).

Figure 11.2: Zoning Process Flow Chart



# Addition of Associated Definitions – Section 13.01

- DEVELOPED PARCEL - A fully developed parcel or lot is a parcel of land with an existing development or use that is of a size that is within the range of density or intensity permitted within the underlying zoning classification, is generally similar in size to other developed parcels or lots within the immediate vicinity, and does not qualify within the definition of an undeveloped or underdeveloped parcel or lot. Any lot or parcel with an existing residential development or use that is below 8,500 square feet shall be classified as fully developed.
  - UNDERDEVELOPED PARCEL - An underdeveloped parcel or lot is a parcel that contains a residential unit, commercial use or industrial use that does not take advantage of the full density or intensity permitted in the underlying zoning classification. For the purposes of this definition an underdeveloped parcel or lot shall refer only to a lot which is in a configuration which will allow the parcel or lot to be re-divided or utilized for additional development or use in conformance with the requirements of Table 4.4 of this ordinance and/or parcels with structures that are vacant for more than twelve (12) consecutive months. Lots used solely for shared parking arrangements shall be considered underdeveloped lots.
  - UNDEVELOPED PARCEL - An undeveloped parcel or lot is one that does not contain structures and has the capacity to be developed for uses in compliance with the underlying zoning classification.
  - PACKAGE STORE: An establishment engaged in the retail sale of packaged alcoholic beverages, such as ale, beer, wine, and distilled spirits for consumption off the premises and at which on-premises consumption is specifically prohibited. The term "package store" is considered synonymous with the term "liquor store" and "Liquor Outlets." A package store shall include any premises classified as Industry No. 5921 in the Standard Industrial Classification (SIC) Manual 1972, prepared by the Executive Office of the President, Office of Management and Budget. The term "package store" shall not include a "wine specialty shop" and shall not include a city food market.
- Insertion of new definitions to accompany the applicable changes.



# CITY OF VILLA RICA

## City Council Packet

**SUBJECT:** Presentation on Zoning Ordinance Changes

**CITY COUNCIL AGENDA DATE:** September 12<sup>th</sup>, 2023

**DATE:** August 28<sup>th</sup>, 2023

**PREPARED BY:** Ronald Johnson; Planning and Zoning Administrator

**FISCAL IMPACT:** \$0.00

ANNUAL –

CAPITAL –

OTHER –

**PUBLIC HEARING:** NO

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**PURPOSE:** To present an assortment of staff proposed changes to the City's Zoning Ordinance (Chapters 1, 2, 3, 6, 7, & 13). Staff has prepared a presentation to aid in understanding the proposed changes.

**BACKGROUND:** Staff periodically reviews and updates sections of the zoning ordinance as required in an effort to adapt the current ordinance to the best operating procedures and development standards as they arise. Staff has embarked on an update of the ordinance that will feature at least one section revision per month in order to review and revise all thirteen sections of the zoning ordinance within the 2023 calendar year.

This update covers a substantial variety of topics, including changes of use, revision of PUD language, applicability of the ordinance, revisions to hearing procedures, development regulations and adds several definitions.

**STAFF RECOMMENDATION:** NO ACTION NECESSARY

**IMPACT:** N/A

**MOTION:** N/A. NO ACTION NECESSARY