The City of Chattahoochee Hills Comprehensive Plan Update 2016

Adopted December 6, 2016

This document was prepared by the Atlanta Regional Commission using funds provided by the State of Georgia.

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Executive Summary

Keep It Rural...

The foundation of the Chattahoochee Hills Comprehensive Plan is a vision for the future that is deliberately rural. Not rural because suburban development pressure has not yet arrived, but an intentional vision to maintain rural character in the face of the inevitable suburban development pressure. The citizens of Chattahoochee Hills have made a deliberate and bold choice to stand apart from the predominant development pattern of metro Atlanta. The deliberately rural vision encapsulates both a balanced development/non-development pattern and an economic development strategy. By creating a unique place in the region, the city will be fulfilling an otherwise unmet need to be close to nature and agriculture in what would otherwise become a typical sprawling suburban environment. Mixed-use nodes surrounded by agriculture, rural residential and compatible businesses and industry are the city's primary economic development targets. The rural nature of the community, if protected, will create value for the property owners already here as others come to appreciate the beauty and serenity of the city.

City residents recognize that coming development pressure must be channeled into an acceptable form that fits the city's vision and enhances the city's tax base. Therefore the village, hamlet and AG-1 vision for the city (from the Focus Fulton 2025 Plan) was revised into a Town, Village, Hamlet form integrated with traditional rural/agricultural development. Outside of the intentionally densely developed mixed-use nodes – the Town, Village and Hamlets – the city's rural character will be preserved, with a strong focus on allowing agricultural uses and preservation of the rural public realm and rural vistas that are highly valued by the community.

In maintaining the rural character of the city, the Mayor and City Council are not only following the wishes of the city's citizens, but are also creating a valuable asset that will competitively differentiate the city, improving property values and tax collections as well as quality of life. In Chattahoochee Hills, people will be able to enjoy the rural appeal of the community in perpetuity because the city has made a deliberate choice to preserve and maintain its rural character.

In its current rural state, the city has a very limited tax base. In order for the city to be able to continue to provide acceptable levels of services in the future without significant property tax increases, the property tax base will have to be improved. In order to keep the majority of the city rural while allowing for needed development, that development will be permitted (and concentrated) only in designated development areas. Additionally, the elements that most embody the rural nature of the city, the scenic roadways and viewscapes, will be protected through transportation planning and buffer protection policies, including preserving most of the viewscape on South Fulton Parkway.

This plan calls for promoting a Village and Town pattern of development in order to preserve open space and accommodate anticipated growth. Several specific development patterns are identified:

Town – An activity center that contains all of the elements of a traditional small town, including civic, commercial, industrial and residential uses of all types, as well as a significant percentage of preserved space. The Town will be walkable and have land use mixed at a very fine grain, and will become the future core of the city.

Village(s) – Activity centers that contain most of the elements of a small town, with civic, commercial, and residential uses all linked by a pedestrian-friendly transportation network, in addition to a significant percentage of preserved space. Villages will offer housing, employment, commercial and recreational opportunities.

The Town and Village(s) will be the focal points of new public facilities such as road improvements, utilities, schools, and additional parks and recreational facilities.

Hamlet(s) – There are three types of Hamlets: Mixed-Use, Residential and Special District. In the Mixed-Use and Residential Hamlets, the development form will require significant land preservation, with dense, pedestrian-oriented housing nodes. As the name suggests, the Mixed-Use Hamlet will include commercial uses, while the Residential Hamlet will not. The Hamlet Special District is intended for smaller Hamlet districts that are focused on a specific use or type of uses consistent with the city's Comprehensive Plan, but not otherwise allowed by the city's zoning ordinance.

Crossroads Communities – An existing/historical community that contains a few commercial uses with closely spaced buildings and houses. If desired by the residents, the Rico and Campbellton crossroad communities will be allowed infill development in the form of an historic hamlet reflective of the history of the area.

Agricultural and Rural Residential – All of the remaining areas of the City that are to remain in conservation, with very low density residential, conservation or agricultural uses.

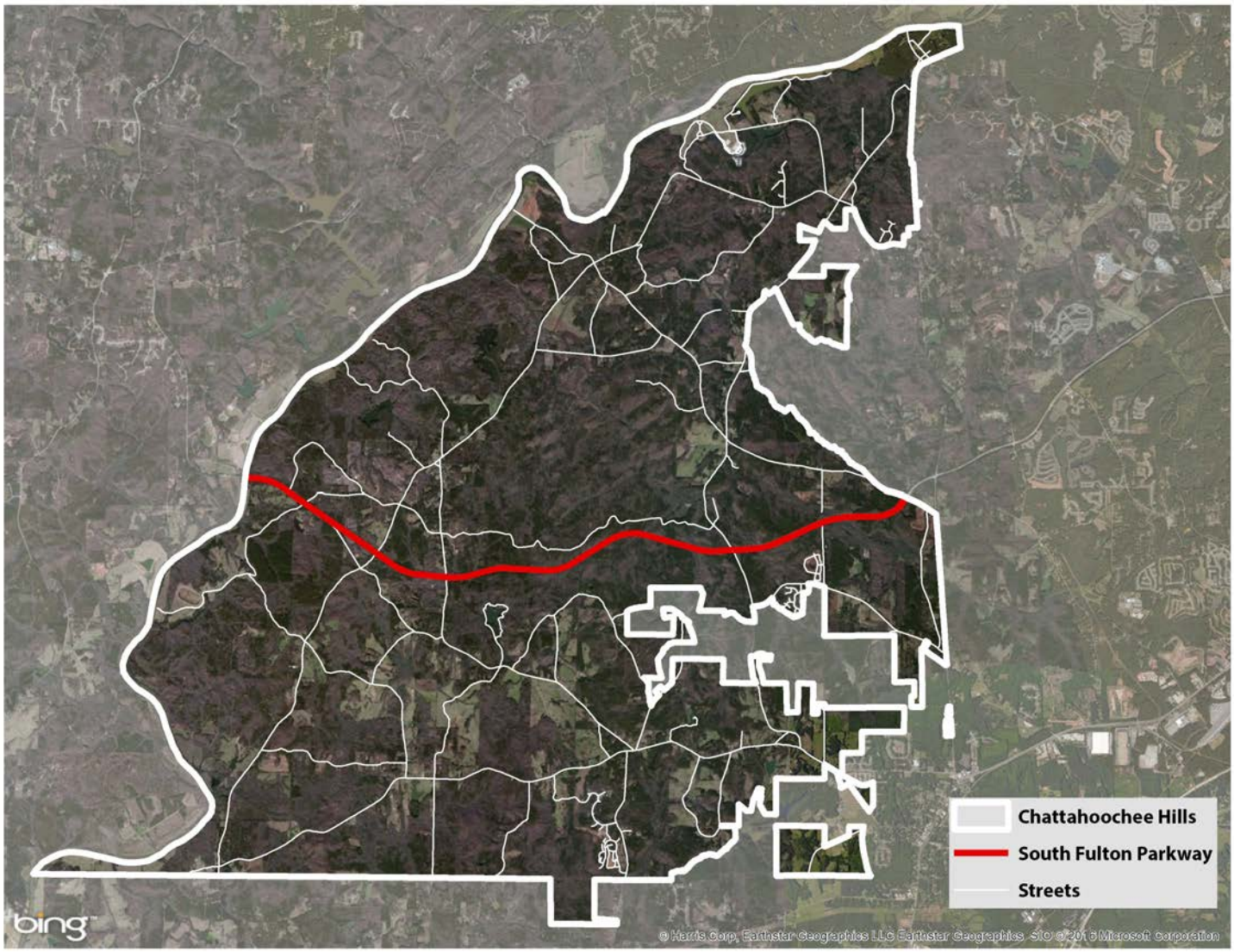
Parkway Commercial - A small commercial development that provides limited service-oriented uses for the residents of Chattahoochee Hills, as well as travelers on South Fulton Parkway. Design criteria and development controls support the community's rural vision and brand, requiring visual buffers along the Parkway and controlling character and scale.

The Comprehensive Plan includes a Future Development Map that offers an illustrative view of the city in terms of its character areas and development types. The map is based on the community's vision for the future as developed through the public outreach process, and is intended to reflect the future built environment.

Character areas and development types are identified on the Future Development Map and each is described in the text in terms of the vision for its future, its operation, the regulatory intent, critical factors, and policy themes it achieves.

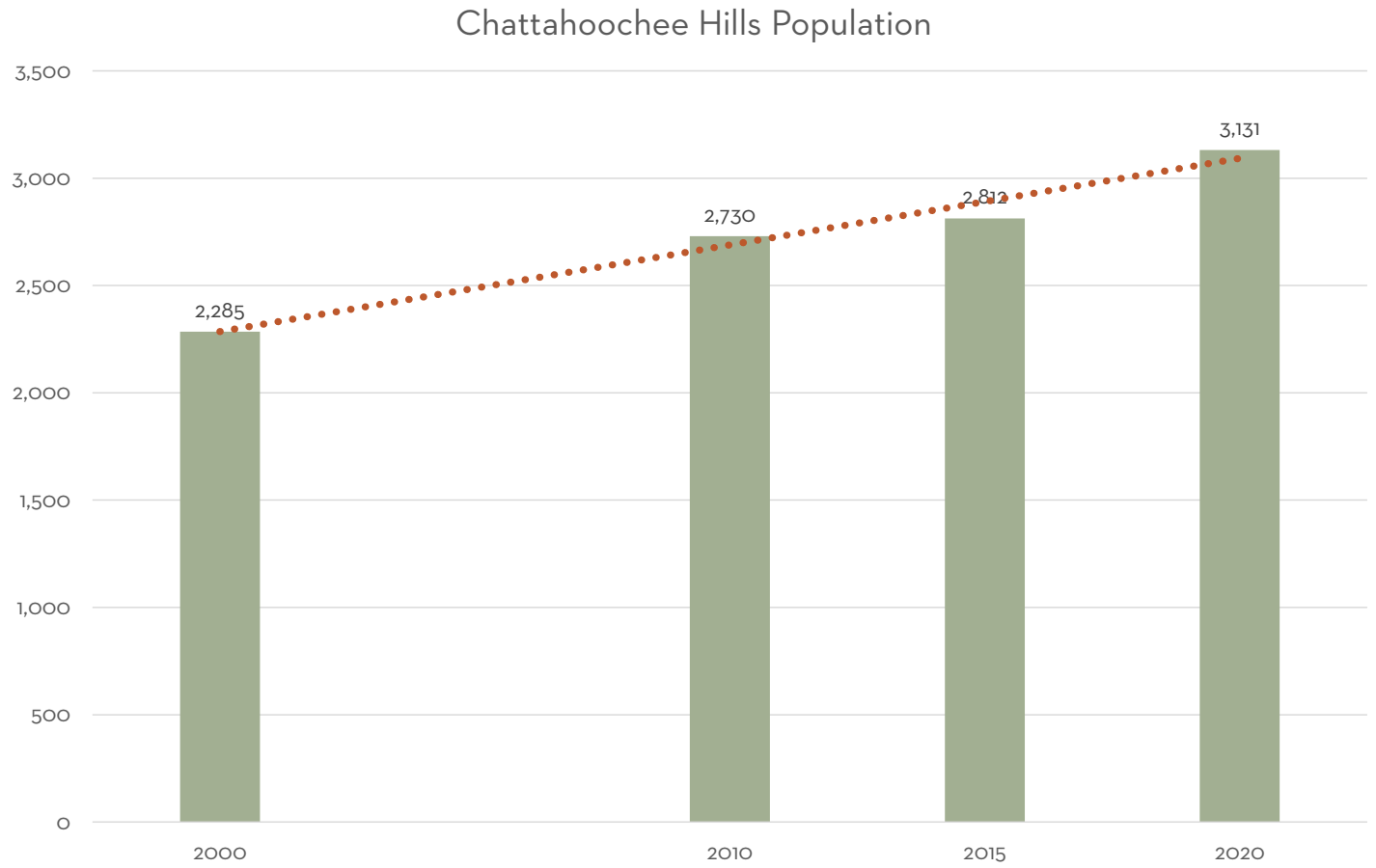
This plan includes a discussion of the issues and opportunities that the city faces, as well as policies to guide decision making. The last chapter of the plan is a Short-Term Work Program that outlines an action plan for the city to realize its vision.

Data & Demographics

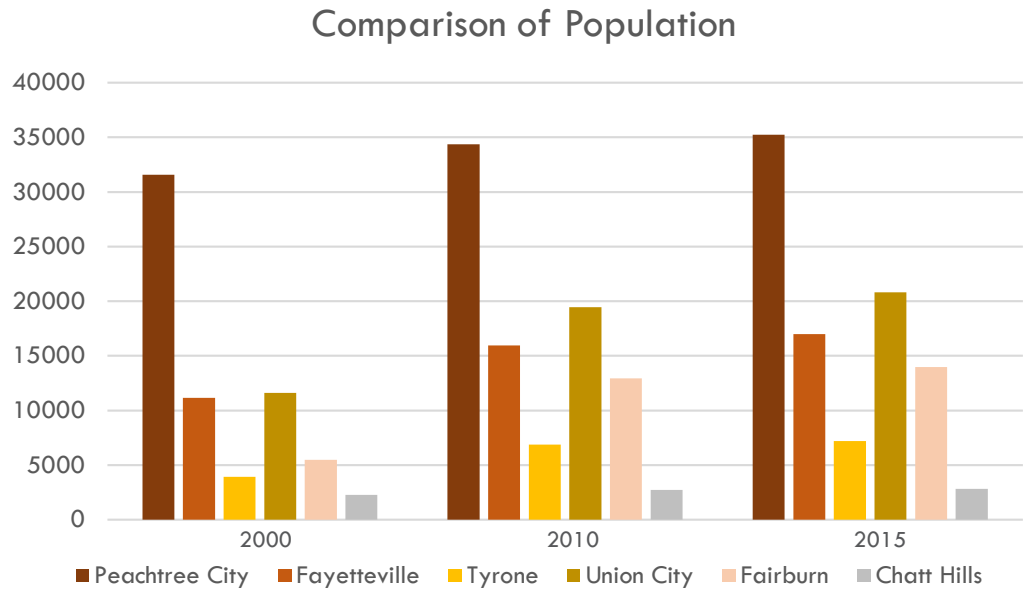


City of Chattahoochee Hills, Fulton County, Georgia

Population



The city of Chattahoochee Hills was officially chartered on December 1, 2007. The first demographic data available for the city comes from 2010, at which point the population was 2,730. According to ESRI Business Analyst Projections, the population is expected to continue to grow steadily. Annexation has played a role in the increase in population. Limited infrastructure and a historic pattern of slow growth may limit some of the forecast projections for this area. When considering issues of future growth, it is important to note that the city's development model encourages opportunities for large cluster-type projects, rather than sprawl. Therefore, a single development project could initiate a significant change in forecast projections compared with historic patterns of development when this area was largely a portion of unincorporated Fulton County.

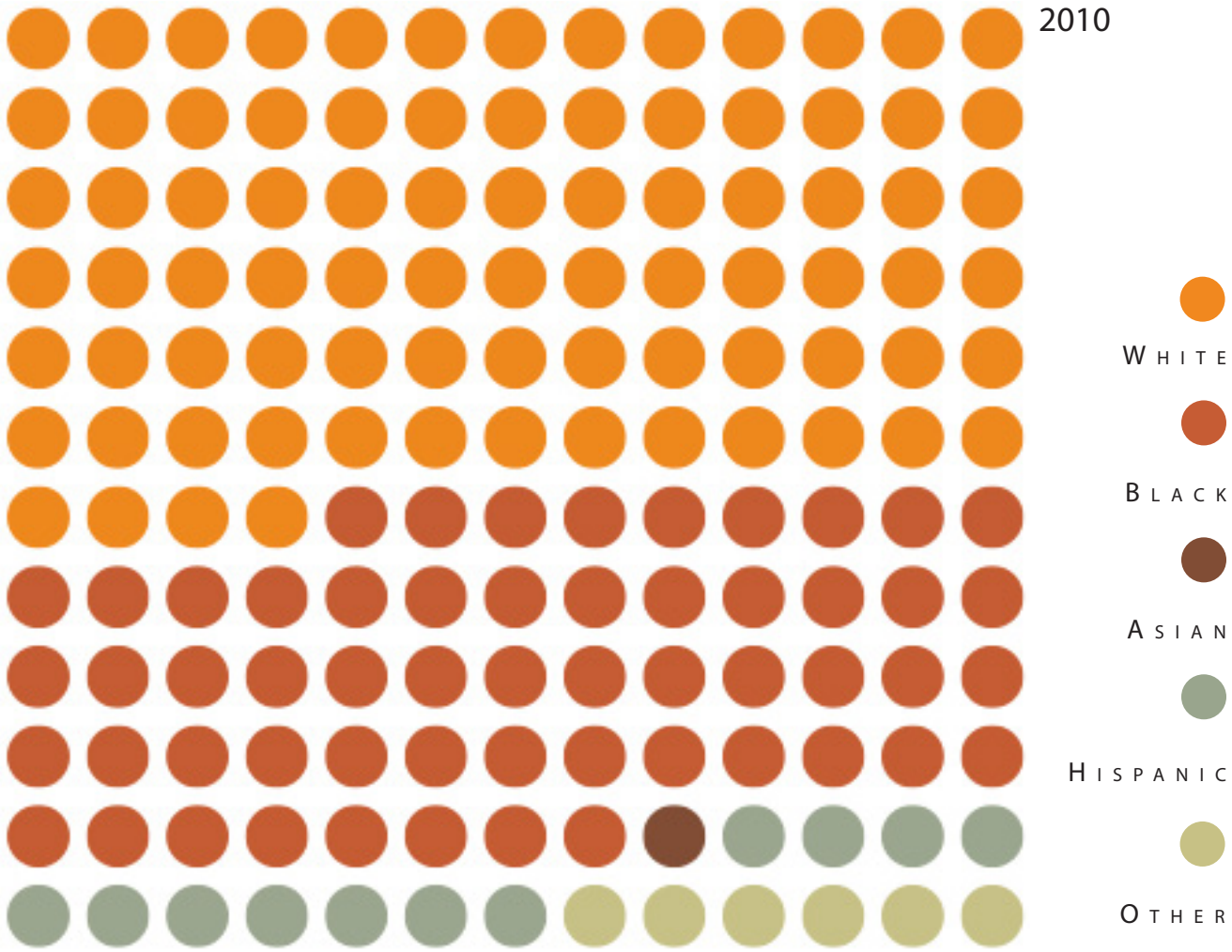


South Metro

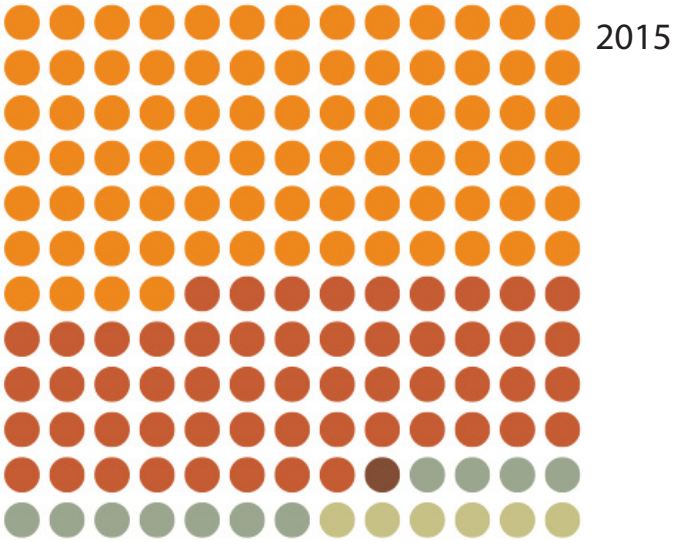
The chart to the left compares the population of Chattahoochee Hills with adjacent cities.

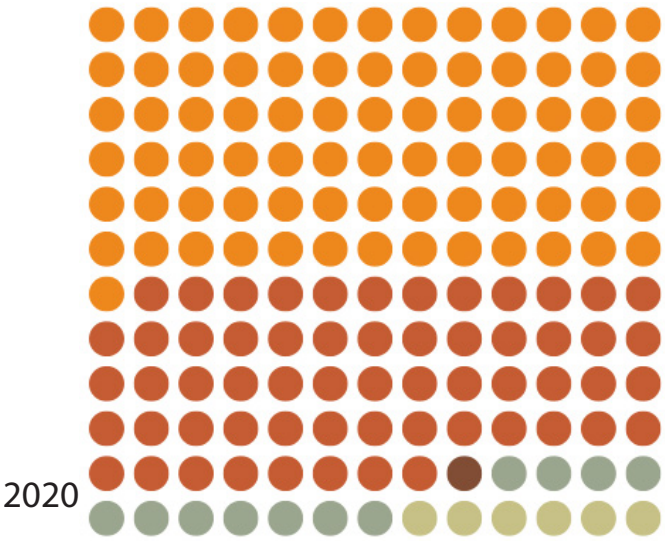
Data Source: ESRI Business Analyst Online 2010 Census Profile(2000,2010),, ESRI Business Analyst Online Community Profile (2015, 2020 Projections)

Race



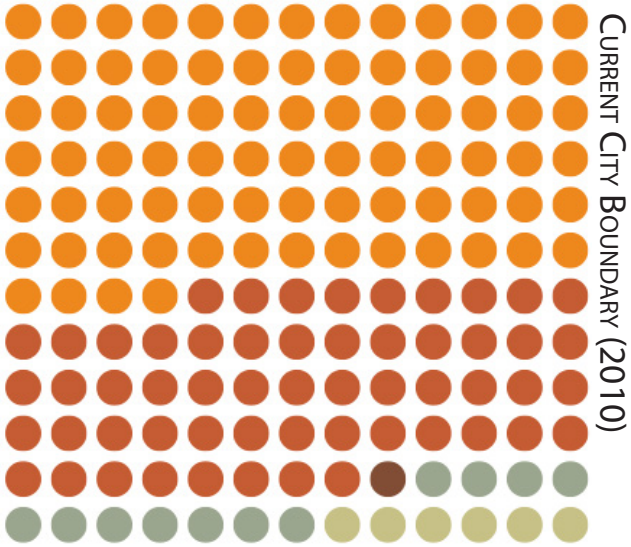
White people make up 55.9% of the racial distribution in Chattahoochee Hills as of 2010. African American people make up 38.4%, Asian people are .4% of the population, those of Hispanic origin are 7.4% of the population. The proportion of the population of white residents is expected to decrease gradually from 55.9% in 2010, to 55% in 2015 and 53.8% in 2020. Accordingly, the African American, Asian, Hispanic and Other non-white populations will increase gradually over this time.

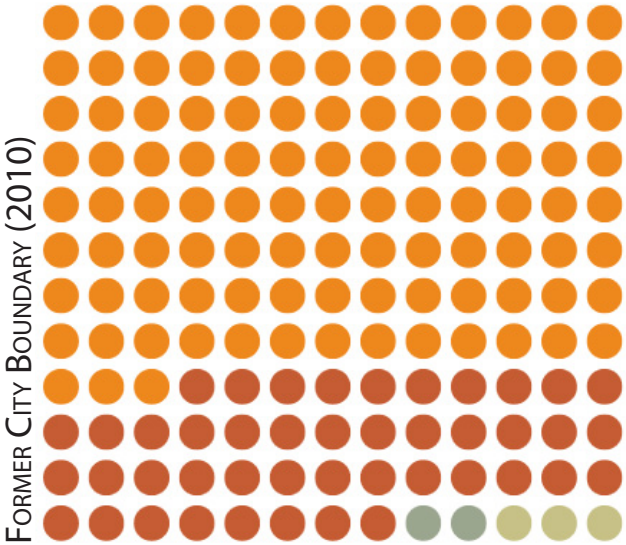




Data Source: ESRI Business Analyst Online Community Profile

Race

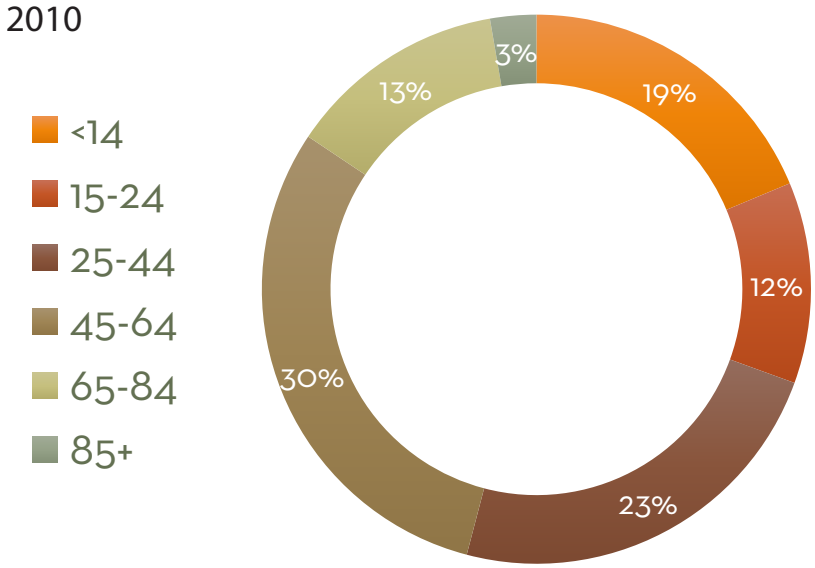




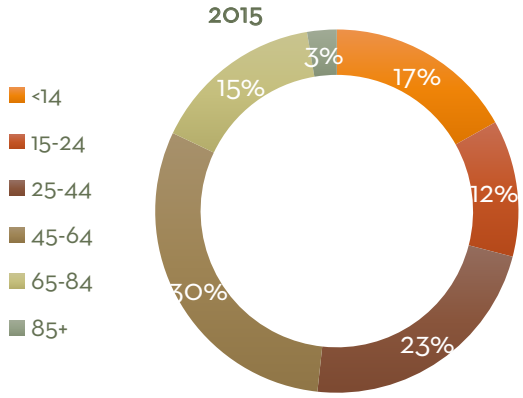
Data Source: ESRI Business Analyst Online Community Profile

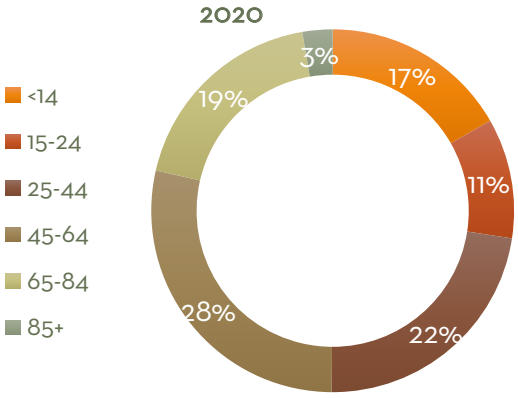
Annexation in 2015 added just under 5,000 additional acres of land to the city limits. Though much of this area was large lot or undeveloped land, the annexation did move the boundary closer to the more densely developed Campbellton area, impacting the demographics of the city.

Age



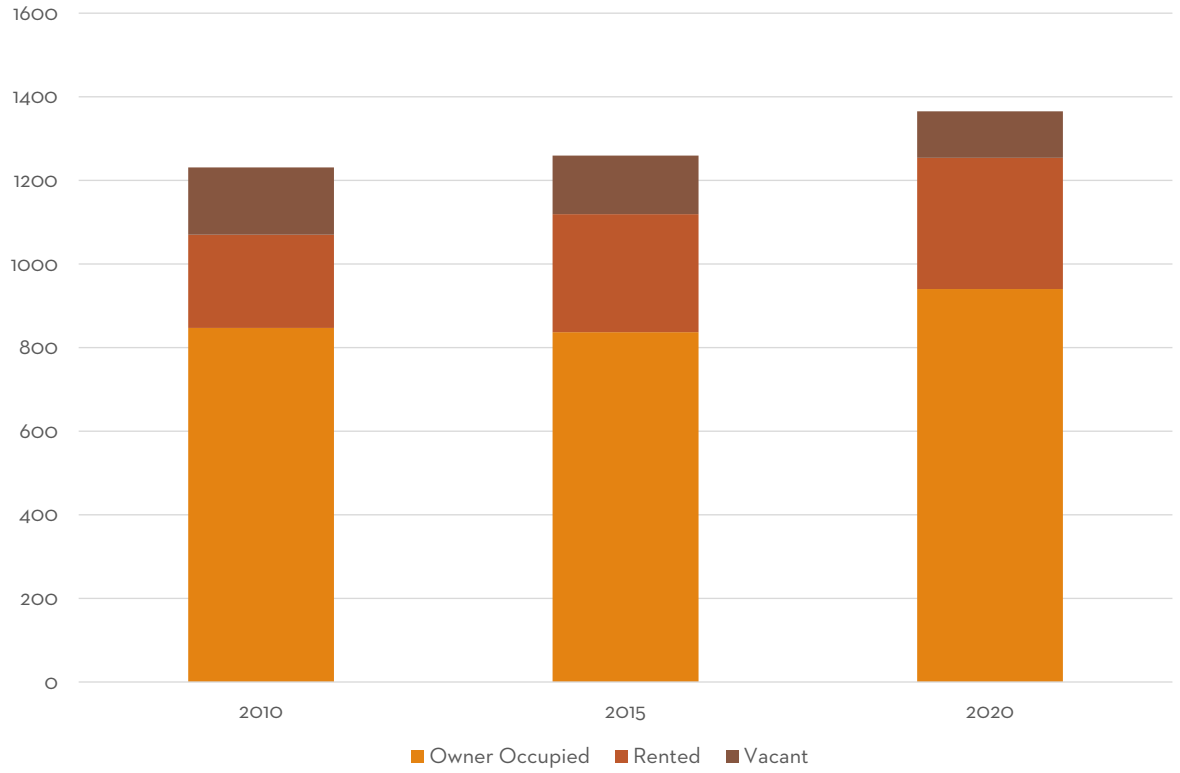
Young and middle aged adults (25-64) combine for 68% of the population. Between 2010 and 2015, predictions for the proportion of the population for most age groups remain the same. Children under 14 are expected to represent a smaller percentage of the population, while older adults aged 65-84 are expected to increase in proportion. The trend towards an aging population continues between the 2015 prediction and the 2020 prediction, the only age group having increased being those people aged 65-84.





Data Source: ESRI Business Analyst Online 2010 census profile; ESRI Business Analyst Online Demographic and income Profile

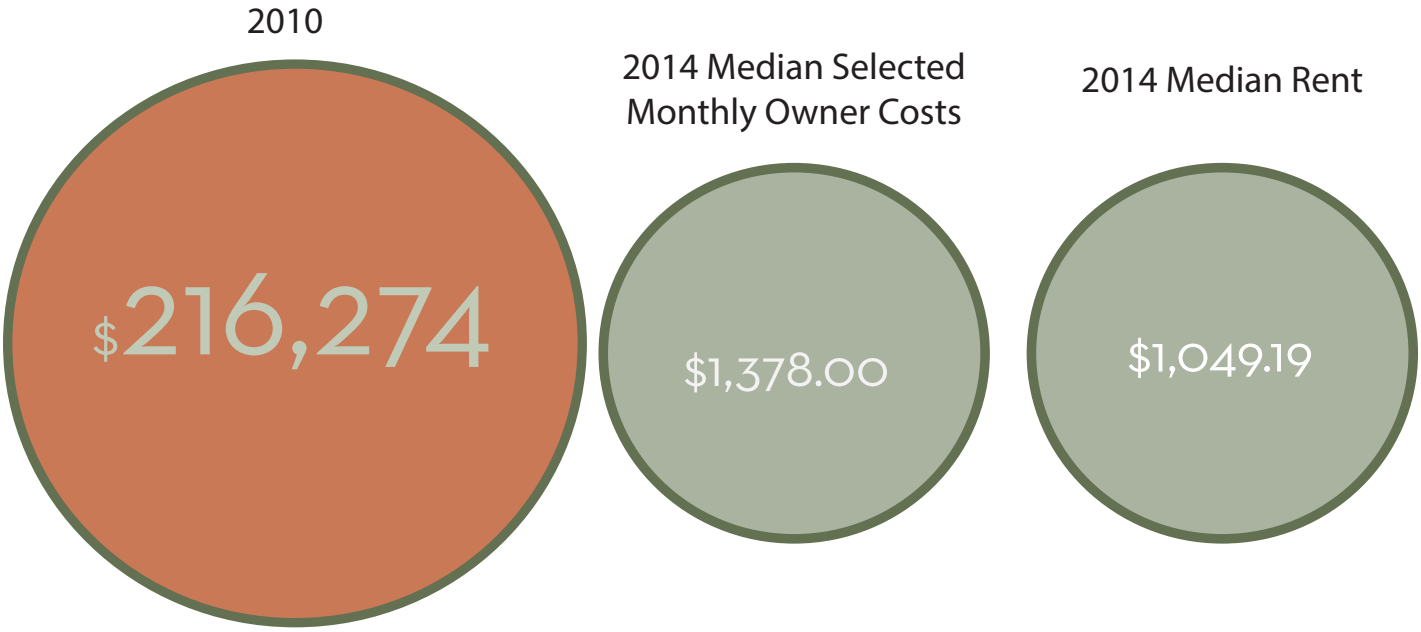
Housing Demand



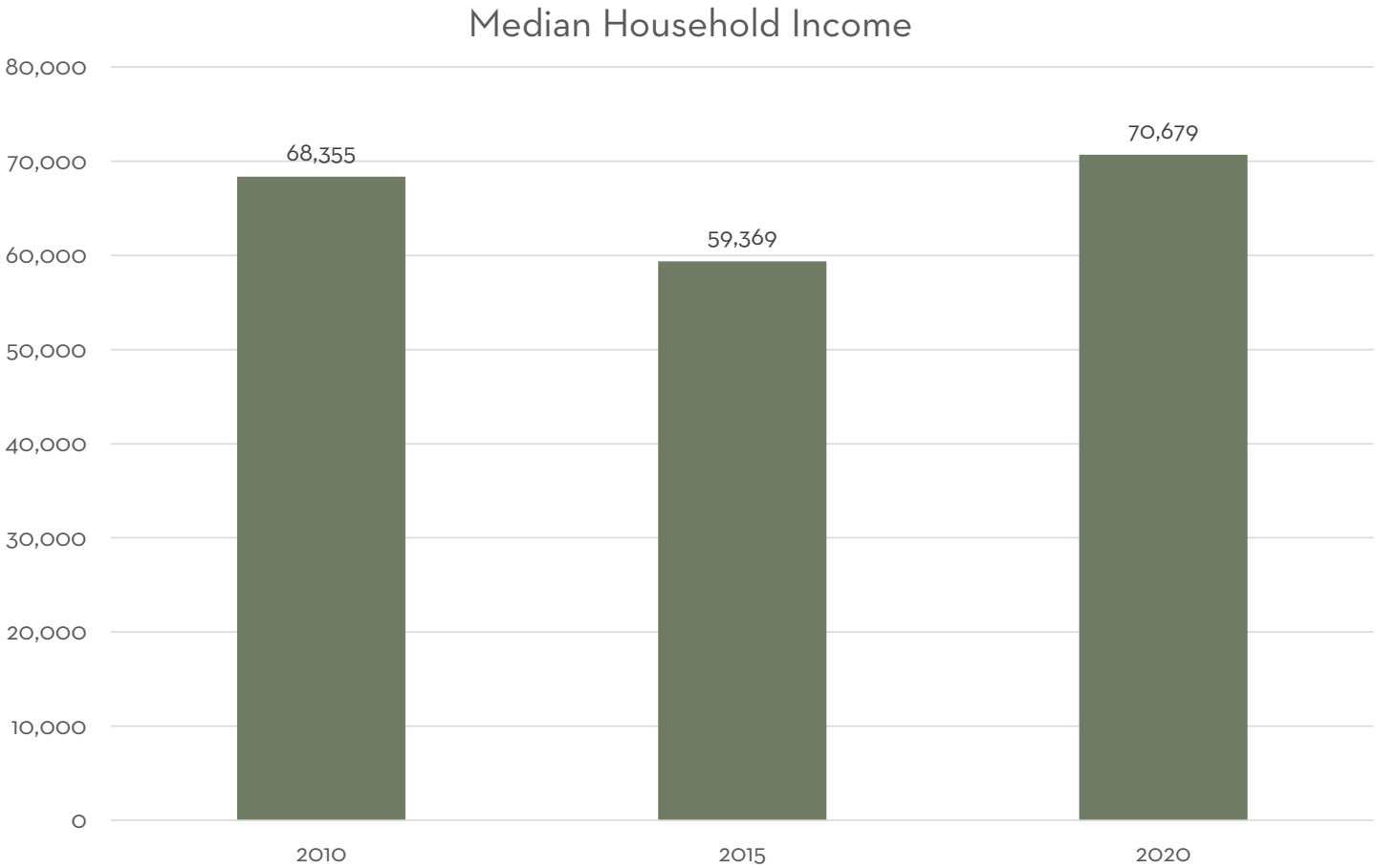
Data Source: ESRI Business Analyst Online Housing Profile

Demand in housing is expected to increase, resulting in both an increase in the number of units and a decrease in the vacancy rate. The number of rented units is anticipated to increase, with 18.1% of units rented in 2010, 22.4% in 2015, and 23% in 2020.

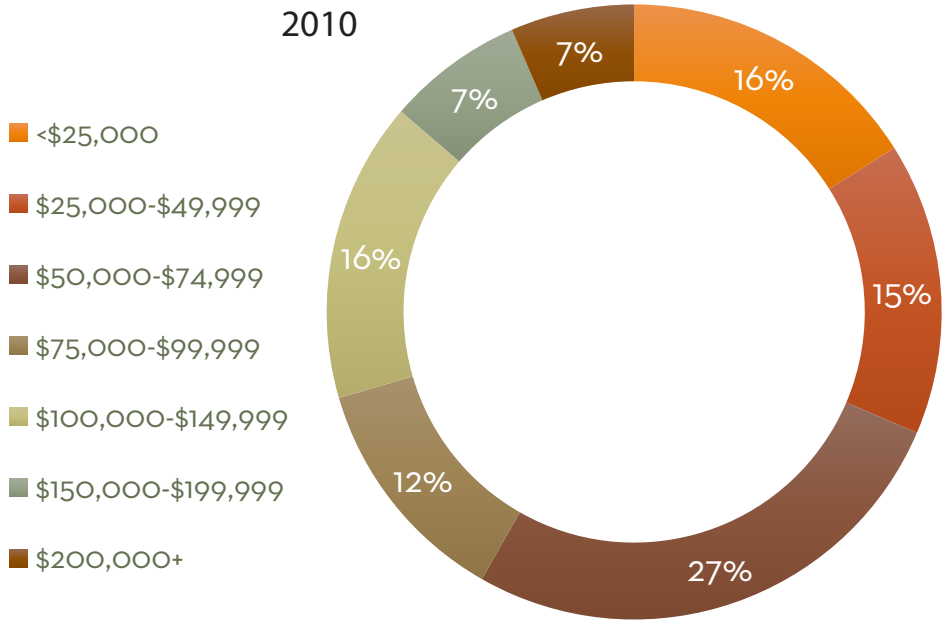
Housing Values

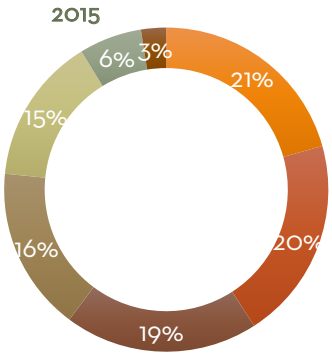


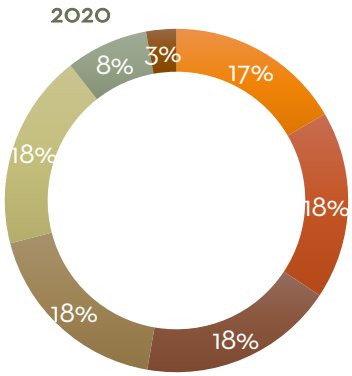
Income



58% of households made less than $75,000 in 2010. The 3 lowest income brackets see the most change between 2010 and 2015. Those earning less than $50,000 increases by 10%, while the group of those earning between $50,000 and $75,000 decreases by 8%. The top three income groups also decrease between 2010 and 2015. This trend reverses between 2015 and 2020, with the three lower income groups decreasing proportionally, while each group between $75,000 and $199,999 got larger.



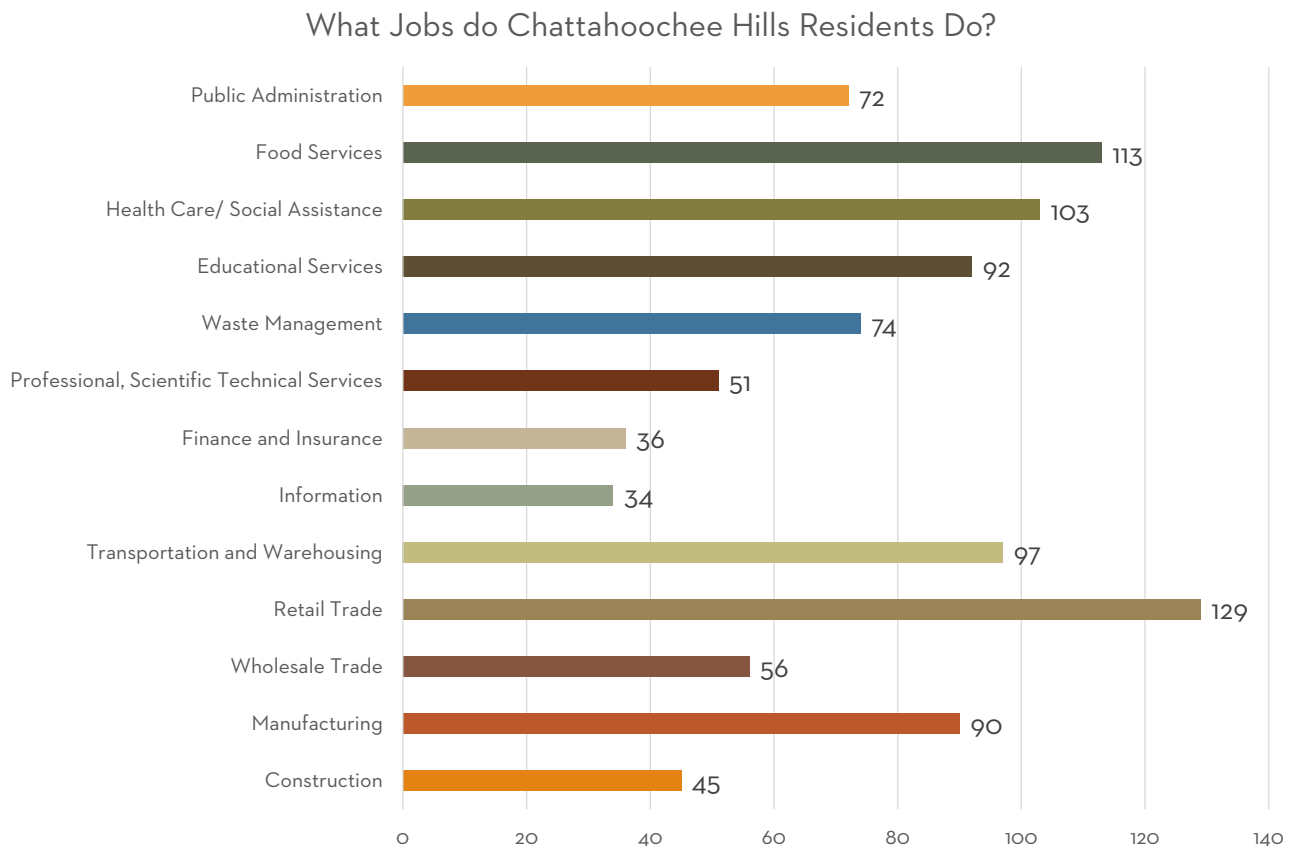




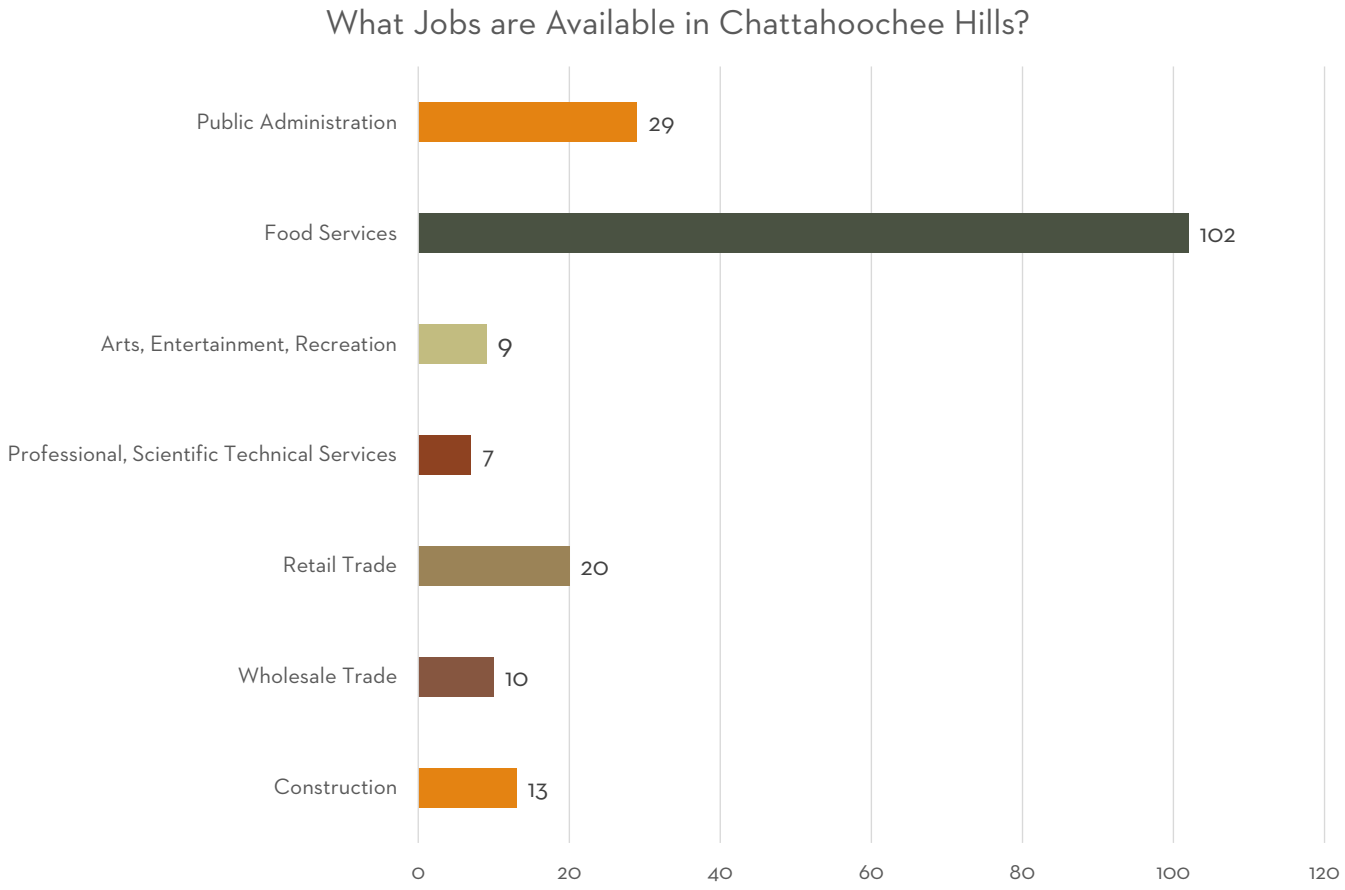
Data Source: 2010 data- US Census American Fact Finder ACS 2010 Selected Economic Characteristics. 2015/2020 data- ESRI Business Analyst Demographic and income Profile

Employment

Resident Area Characteristics



Workplace Area Characteristics



Data Source: US Census Bureau, Census On the Map Resident Area Profile Analysis

Community Vision

Deliberately Rural...

The Chattahoochee Hills Comprehensive Plan seeks to carry out the wishes of the Chattahoochee Hills community to achieve the balance of keeping the rural character foremost and intact. The city has adopted land control mechanisms that will encourage permanent preservation of landscapes by concentrating specific types of development in preferred areas. This is accomplished by enabling density transfer and establishing buffer requirements and design aesthetics to ensure quality development.

The City of Chattahoochee Hills is both city and country in a location that would ordinarily be a suburban environment anywhere else in the Atlanta metropolitan area. Our future development will take place only in dense mixed-use towns and villages, and in smaller hamlets. The remainder of our city will be deliberately and permanently rural. Not large-lot suburban claiming to be rural, but truly rural, in that all land outside of the Town, Villages, and Hamlets will be in agricultural, conservation or very low density residential use. As in the Focus Fulton Plan, the goal is to preserve 60 to 70 percent of the city as open space, including agriculture and forestry lands.

Deliberately Rural...

By maintaining the rural character of the city, the Mayor and City Council are not only following the wishes of the city's citizens, but also creating a valuable asset that will differentiate the city, improving both property values and tax collections, as well as quality of life. Metro Atlanta is overrun with suburban sprawl. Families continually move further out from the center of the city to escape that sprawl. In Chattahoochee Hills, people will be able to enjoy the rural nature of the community in perpetuity because the city has made a deliberate choice to be rural for the time-frame of the Comprehensive Plan and beyond, rather than being temporarily rural only because the suburban sprawl hasn't arrived yet.

In its current rural state, the city has a very limited tax base. In order for the city to be able to continue to provide an acceptable level of services in the future without significant property tax increases, the property tax base will have to be improved. In order to keep the majority of the city rural, development will only be permitted in designated development areas (Town, Villages and Hamlets). This development will be compact traditional development which has been found to be the lowest cost for provision of city services and the highest benefit with regard to property tax revenues. Compact traditional development allows the majority of the city's land to remain rural. Additionally, the other elements that most embody the rural nature of the city, rural roads (both paved and gravel) and rural viewscapes, will be protected.

Planning in Chattahoochee Hills

The vision for Chattahoochee Hills began to form long before the city was incorporated. In 2000, Fulton County began working with residents on a concept which preferred dense nodal development with a high level of preservation over the typical Atlanta sprawl. This led to the adoption of the Chattahoochee Hill Country Overlay District, a Transfer of Development Rights (TDR) Ordinance, and a Conservation Subdivision Ordinance. Together, these regulations limited development to mixed-use hamlets and conservations subdivisions that preserved 60% of their land, or villages that provided funding for permanent preservation of the rural land outside of the development nodes through the TDR program. The desire to strengthen these programs and to administer them locally was the primary driver behind citizen efforts to create the new city of Chattahoochee Hills in 2007.

Creation of the City

Upon its incorporation in 2007, the City of Chattahoochee Hills adopted Fulton County's Comprehensive Plan and development regulations. The future land use map included three village sites and designated the remaining land to be agricultural residential (AG-1, with a one acre minimum lot size). However, when the city was incorporated, one of the village sites and two-thirds of another were excluded from the city. About the same time, the economic downturn greatly reduced the development pressure throughout the entire Atlanta region, including the City of Chattahoochee Hills. Though the recession strained the new city's budgets and eliminated all demand for TDRs, it also provided the breathing room the city needed to adopt its first comprehensive plan and development regulations.

Developing the First Comprehensive Plan

The Mayor and City Council appointed a diverse spectrum of stakeholders, including educators, business people, landowners, government officials, and citizens, to a task force to develop the city's first Comprehensive Plan. Members of the task force were divided into five committees based on interests and expertise. The five committees were Public Participation, Natural and Community Resources, Economic Development, Housing, and Land Use and Transportation. Some served on more than one committee.

The Public Participation Committee gathered opinions and information two ways. The first was a mail and online survey. The survey was mailed to all 985 households in Chattahoochee Hills. The combined mail and online survey yielded 432 responses - almost 50% of all households in the community! The second part of the community outreach was a series of five identical meetings held around the city. The 66 attendees in these five meetings participated in a visual preference survey about preferred development types and shared their concerns on topics of Transportation, Development, Natural Resources, Housing, Economic Development, Intergovernmental Coordination, etc.

A consolidated list of these concerns was used by the committees to create the Issues and Opportunities lists in the plan. The committees held workshops with experts and utilized a visioning process, along with other methods, to develop policies to achieve goals set by the committee, and to develop steps to implement each policy.

The City Council adopted that first Comprehensive Plan in the autumn of 2011. This document is an update to that plan. In the five years since that plan was adopted the city has made tremendous progress. The Mayor and City Council adopted an all-new zoning ordinance, subdivision regulations, TDR ordinance, and sign ordinance to support the vision expressed in the 2011 plan. The city also annexed over 5,000 additional acres, restoring some of the territory lost on the eve of the city's formation.

It is in this new context that the city moves forward with this Comprehensive Plan update, building on the accomplishments of the last five years, and setting the course for the next five years and beyond Though the city's aim has not changed, the city's leaders appreciate the value in periodically re-evaluating the path ahead to ensure that the city's resources are continually working toward that aim.

Community Input Opportunities

The Chattahoochee Hills Comprehensive Plan update process was guided by a Steering Committee comprised of citizens, local business owners, elected officials, and city staff. The Steering Committee met on multiple occasions, providing direction and feedback at key points in the process. There were additional opportunities for public participation at community and neighborhood meetings, as well as regularly scheduled Planning Commission and City Council meetings where the plan was discussed. Meetings were advertised through the city's website and through posted notices.

Monday November **10** City Council Comp Plan Kick Off	Tuesday February **23** Steering Committee Meeting	Tuesday March **15** Rico Community Meeting	Tuesday March **22** Public Meeting	Tuesday April **19** Steering Committee Meeting	Tuesday May **24** Neighborhood Meeting *Serenbe*
Tuesday May **31** Neighborhood Meeting *Cochran Mill*	Saturday June **4** Neighborhood Meeting *Cedar Grove*	Monday June **6** Neighborhood Meeting *Goodes*	Thursday June **9** Neighborhood Meeting *Rico*	Thursday June **16** Joint Planning Commission & Steering Committee Meeting	Monday July **11** Rico Community Meeting
Tuesday July **19** Public Meeting	Thursday August **18** Steering Committee Meeting	Tuesday September **13** City Council Meeting	Tuesday November **1** City Council Meeting		

Other Plans and Programs

There are numerous other plans and studies that support the Comprehensive Plan, and are referenced herein. They are identified below.

- Chattahoochee Hill Country LCI Study
- City of Chattahoochee Hills Art and Design Master Plan
- City of Chattahoochee Hills Wayfinding Plan
- South Fulton Comprehensive Transportation Plan
- South Fulton Scenic Byways Corridor Management Plan
- South Fulton Parkway Access Management Plan
- Chattahoochee Hill Country Regional Greenway Trail Plan

Community Issues & Opportunities

Land Use and Housing Issues & Opportunities

There is support for the Chattahoochee Hills model that clusters development in Town(s), Village(s) and Hamlet(s) to preserve the majority of land in the city for rural and low density land uses.

There is concern for the expansion of commercial uses in areas that are traditionally agricultural and residential. Ensure that any non-residential development that occurs outside of a Town, Village or Hamlet model (such as Parkway Commercial or Crossroads Communities) is limited in scale and subject to design controls that will integrate with surrounding uses.

There is a need for economic development opportunities to support the tax base of the city. Continue to identify opportunities to incentivize the development models that are preferable in Chattahoochee Hills, encourage clustering in Towns, Villages and Hamlets and discouraging traditional patterns of sprawl.

There is concern that development happens at a more rapid pace than environmental protection. Ensure that conservation and preservation are implemented alongside planning and promoting the development model for the city.

There are opportunities to think broadly about ways to develop the potential for tourism, while protecting the rights and privacy of residents and property owners.

There is a need to ensure that rural community values are reflected in development codes, particularly related to dark skies, signage, and development controls outside of Town(s), Village(s) and Hamlet(s).

There is an opportunity to create housing diversity through accessory dwelling units.

The comprehensive plan and zoning ordinance should protect and encourage the continuance of rural and agricultural uses.

Land Use and Housing Policies

Protect the South Fulton Scenic Byways as a scenic, environmental and economic asset for the community.

Use development regulations and the transfer of development rights (TDR) ordinance to accomplish the city's future development and conservation strategy.

Zoning regulations should focus on form, rather than use, where appropriate and enforce dense nodal development.

Town, Village and Hamlet will be the only allowed non-rural development types in the city's zoning ordinance. Traditional suburban style development will not be allowed.

Future Development must respect the area's historic and cultural significance.

Use the Comprehensive Plan to build on and refine the vision for Chattahoochee Hills.

Use the Town, Village, and Hamlet development pattern to channel development pressure in to desired areas and forms to create the city's tax base.

Town, Village, Hamlet and Parkway Commercial development types will be separated from rural areas by visual buffers of undisturbed or restored vegetation.

Transportation Issues & Opportunities

There is a concern for issues of maintenance of roads and bridges in the city, though limited city revenues pose a challenge for funding.

The design of road improvements should be sensitive to the rural context of the city.

The heavy use of some roads by the cycling community presents both opportunities and challenges.

Heavy truck traffic on certain roads poses safety concerns for some residents.

Though the city is still primarily rural, there are opportunities to develop bicycle and pedestrian corridors in desired locations.

There is a need for transportation for the disabled and elderly in the community.

Transportation Policies

Existing rural roads will not undergo any improvements that will change the character of the road.

Support appropriate recommendations of existing planning studies, such as the South Fulton Comprehensive Transportation Plan, the GDOT Access Management Plan for South Fulton Parkway, and the MARTA Feasibility Study.

Developers must build all the roads to support their developments.

City bridges must have adequate sufficiency ratings.

Very light traffic and free flow conditions fit the rural vision for the community, therefore the minimum Level of Service (LOS) acceptable for city roads is C.

Economic Development and Intergovernmental Coordination Issues & Opportunities

A balance is sought between limiting density and development while allowing modern amenities, services and conveniences.

Limited revenues and resources may hinder the city's ability to deliver services desired by some residents.

Limited infrastructure may hinder the city's ability to attract development prospects that would be desirable for the community.

There is a desire to preserve agriculture and agriculturally-oriented uses as a part of the city's economic development strategy.

City government should be business friendly within the context of the envisioned Chattahoochee Hills development pattern.

City government should foster greater awareness of development potential that can be expected in both the near term and long term, based on the existing development codes and other conditions within the community.

Economic Development and Intergovernmental Coordination Policies

The Town, Village and Hamlet development pattern will channel development pressure into desired areas and forms to create the city's tax base.

The city will support and welcome new businesses that fit the Chattahoochee Hills vision.

The comprehensive plan and zoning ordinance should encourage the protection of agricultural areas and uses.

The city will continue to participate in joint planning efforts with neighboring jurisdictions to ensure that businesses locating in the area are appropriate to the location.

The city will encourage that infrastructure is appropriately located within the city.

Infrastructure location policies will be defined in the appropriate code sections to guide the development of utilities in the city.

Natural and Cultural Resources Issues & Opportunities

Accomplishing preservation and conservation goals should be a priority within the community.

City government should assume a leadership role in fostering the community's conservation and preservation priorities, but support will be needed through collaborative efforts with many partners, including civic associations, land developers, private property owners, and interested citizens.

Preserving the rural character of the community and promoting the rural identity of the community are important values to residents.

Create opportunities for access to the Chattahoochee River.

Use parks, protected greenspace and vistas to promote economic development

Preserve the city's historic resources.

Ensure the protection of wildlife habitat within the city, as well as uses such as hunting and fishing that depend on wildlife preservation.

People are attracted to Chattahoochee Hills because of its natural, historic, and scenic qualities, but tourism and special events must be planned and managed in a way that are not burdensome to residents.

Natural and Cultural Resources Policies

The city will coordinate with property owners to create voluntary preservation and conservation mechanisms for natural, scenic and historic resources in the city.

The city will work to ensure that conservation activities accomplish goals of maintaining environmental quality (such as riparian corridors, wildlife habitat, water quality, etc) beyond simply the preservation of open space.

The community plays a key role in identifying and supporting resources worthy of historic designation or historic preservation efforts.

The city will insure that the impacts of tourism, special events, and rural recreational uses that draw visitors are balanced with the quality of life expected by residents.

The city will continue to maintain its current recreation offerings, while looking for opportunities to expand recreation uses by developing new sites, as feasible.

The city will ensure that zoning and development controls maintain the environmental quality of the community while directing new growth to desired locations.

Community Facilities and Services Issues & Opportunities

There is a desire for greater access to broadband and internet services throughout the city.

The city currently does not provide any utilities for residents, such as water, sewer, garbage collection or recycling.

Emergency services do a good job with limited resources, but there are concerns about meeting the long-term needs for equipment, facilities and personnel.

There historically has been very little discussion in the community about providing social services. Currently a non-profit is contracted to provide some services, such as the local food pantry.

Consideration should be given to the needs of the aging population in the city.

The new Charter School is an asset for the community, but it only serves a small portion of students from the city of Chattahoochee Hills.

Community Facilities and Services Policies

The city will ensure that the provision of community facilities to meet the needs of new residents are constructed concurrent with new development in Towns, Villages and Hamlets.

The city will encourage opportunities for creating a balanced revenue stream to support city functions.

The city will explore the creation of a financial model that helps decision-makers understand the impact that different types of development will have on delivering community services.

The city will work to improve education opportunities for the residents of Chattahoochee Hills.

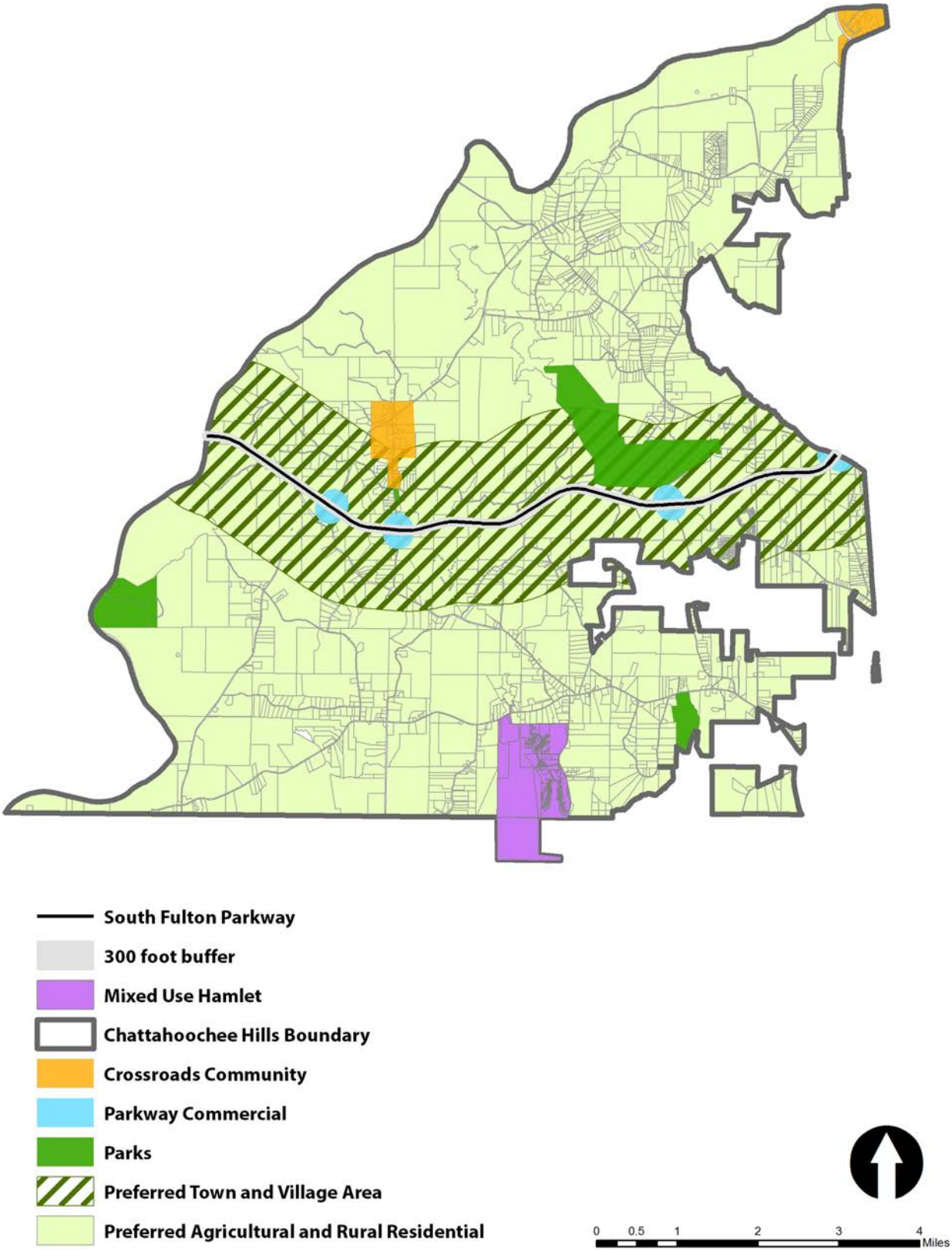
The city will maintain automatic-aid and mutual-aid agreements with adjacent jurisdictions to provide services to community residents.

Future Development Strategy

In order to fulfill its vision of remaining deliberately rural in the face of the development pressure that is sure to come, the city must channel that pressure into desirable patterns and locations. The city has identified a handful of development patterns that are desirable to both preserve large amounts of land and to allow for the economic development patterns that is critical for the city's future. The rural character of the city will be embodied most distinctly in its agricultural and forest land, and will be supported by the development that takes place in well-defined nodes. Each of these areas will have a distinct character that was laid out by the task force.

A central feature of the community's vision is the permanent preservation of a majority of the city's land. It is an indispensable part of remaining deliberately rural. The preservation goal is achieved through several methods. First, the most intense land uses- the Town, the Village(s), and the Hamlets- all include significant open space preservation requirements within those developments. Second, density bonuses are available to developers who preserve larger portions of their land. Finally, the city has a Transfer of Development Rights (TDR) program that allows individual landowners to receive money for placing a conservation easement on their property, thus permanently preserving it. These development rights may be sold to the other land owners who will apply them on their own property to increase the amount of development allowed. Alternatively, the TDR program allows an organization (such as a government or land bank) that is interested in preserving targeted properties to purchase development rights. These institutionally-owned development rights may be subsequently sold into a Town, Village, or Hamlet development, increasing its developable density just as a direct transfer would. In any case, the development rights are purchased in a market environment, allowing the landowner to receive the full financial benefit of the development opportunity they are foregoing.

Future Development Map



Future Development Map

Future Development Map. The Future Development Map represents a general understanding of the preferred locations for various development types, as defined in the planning phase. The Character Areas shown identify the broad character of the landscape, and the Development Types represent the range of possible long term uses in the various areas. This was originally conceived by the Land Use and Transportation Committee and reinforced by a consensus of the entire comprehensive plan task force. The map is meant to be a guide to understand future development within Chattahoochee Hills, embracing smart growth principles, protecting the natural resources of the area, and promoting economic development that fits with the "deliberately rural" concept. The character areas and development types do not automatically change zoning districts or regulations; rather they are meant as a guide for decision making over time, based on an overall desire to keep a majority of the city as it is (rural) while focusing on the development in the Town, Village(s) and various Hamlets and embracing growth of businesses that fit in with the vision for the city.

The use of character areas and development types in planning acknowledges the visual and functional differences between the various areas in Chattahoochee Hills. They help guide future development through policies and implementation strategies that are tailored to each area of the city. They can be used to define areas that (1) presently have unique or special characteristics that need to be preserved; (2) have potential to evolve into unique areas; (3) require special attention because of unique development issues. In some cases, different character areas are defined by existing land use and future land use in order to highlight appropriate transitions as the community evolves. The city's Character Areas and Development Types are described and defined individually in the following pages.

The Future Development Map and its character areas were developed as part of the Comprehensive Plan to:

- Provide a strong link between the community's vision, goals, and land use policy.
- Provide qualitative guidance to the development community.
- Guide future rezoning, special use, and development decisions.
- Lay the groundwork for the new zoning ordinance, subdivision regulations, urban design guidelines and any other necessary changes to development regulations.
- Encourage and promote quality development and redevelopment.
- Define the vision for the various areas of the city.
- Be used as a tool in securing funding for projects.

Character Areas

Character Areas. Character Areas define the geography of Chattahoochee Hills, identifying the broad character of the landscape, including areas where limited growth is desirable, and areas where more intense development is preferable. Policies do not supersede standards and regulations in the Chattahoochee Hills Zoning Ordinance, Development Regulations and other ordinances as adopted by the Mayor and City Council. There are two Character Areas in Chattahoochee Hills: Preferred Agricultural and Rural Residential Areas and Preferred Town and Village Areas.

Development Types

Development Types. Development Types include the elements that define a type of land use, what is affecting that character, its vision for the future, and the types of polices that need to be in place to achieve that vision. Definitions for the policy themes and fact sheets are included for each development type, and they are closely tied to zoning and development categories. However, policies do not supersede standards and regulations in the Chattahoochee Hills Zoning Ordinance, Development Regulations and other ordinances as adopted by the Mayor and City Council. There are eight development types in Chattahoochee Hills: Agricultural and Rural Residential; Farmette; Crossroads Communities; Parkway Commercial District; Hamlet (Mixed Use, Residential, and Special District); Village and Town.

Agricultural and Rural Residential Area

CHARACTER AREA

Vision. The Preferred Agricultural and Rural Residential Character Area is primarily rural preservation and agriculture, with houses on large lots, occasionally interspersed with hamlets. Any residential development would be large lot. This Character Area can include several development types, including Hamlets, Farmettes, and the Agricultural and Rural Residential development type.

Agriculture, Rural Residential, Farmettes, and Hamlets can go in either Character Area. Towns and Villages can only go in the Preferred Town and Village area.

Preferred Town and Village Area

CHARACTER AREA

Vision. The Preferred Town and Village area is where the most intense development in the city will take place. The commercial core of any Town or Village development will be located in this Character Area. Any Development Type could be allowed in this Character Area, but it is likely to remain mostly rural. Though it will be the location for the most intense development in the city, the buffering and open space requirements built into these Development Types, along with the separation requirements make it quite likely that vast areas of the Preferred Town and Village Character Area will retain its rural character.

Agricultural and Rural Residential

Vision. All agricultural uses at the intensity level of the traditional family farm are allowed. These are considered to be in keeping with the rural character desired by citizens. Large scale or agribusiness uses may not be located in the Agricultural and Rural Residential Development Type. Uses associated with large scale farming and agribusiness, such as industrial slaughterhouses should be located in the Town, Village(s) or Hamlet Special District(s).

Small scale, traditional, and craft-style extensions of agricultural activities are encouraged, as is agritourism.

Operation. Agricultural and forestry uses and traditional small farm structures are allowed by right.

Any agricultural land to be subdivided will initially be limited to a minor subdivision of no more than three lots. Any further subdivision will convert the land to the Farmette development type and will be subdivided under the Farmette guidelines.

Regulatory Intent. The Agricultural and Rural Residential Development Type is a preservation of traditional agricultural uses. It is intended to support and encourage traditional farms, small farms, and sustainable farming methods, as well as existing large-lots residential uses.

Critical Factors

- Preservation
- Transfer of Development Rights
- Sustainability

Policy Themes

- Agricultural Protection
- Rural Conservation
- River Protection
- Scenic Corridor
- Watershed Protection

Know Your Agricultural and Rural Residential

- Upholds the historic use of the land
- Maintains rural character
- Owners may sell the development rights and continue to farm the land
- Leverages the local food and farm-to-table trends
- Traditional agriculturally related businesses allowed by right
- Supports agritourism, such as u-pick, horseback riding, wineries, farm tours, etc
- No large scale agribusiness, such as concentrated feeding lots, industrial slaughterhouses, processing plants, feed yards, etc.
- Traditional small farm structures are allowed by right
- Traditional rural business uses of accessory structures are allowed

Farmette Development Type

Vision. Chattahoochee Hills has many large parcels of land. The owners of these parcels may wish to subdivide their land among family members, while retaining a portion of the land for their own use. The minor subdivision process inherited from Fulton County is intended to allow them to do this with minimal regulation. However, since a parcel may be subdivided through the minor subdivision process only once, the process may not suit the needs of all landowners. The Farmette Development Type was conceived to support community needs in these situations.

The minor subdivision process allows a maximum of three additional lots to be carved out of a large parcel. If the landowner wishes to further subdivide the land, the Farmette Development Type will allow a one-time further subdivision into lots with a minimum size of 20 acres. Land owners who have not engaged in a minor subdivision may create a Farmette subdivision concurrent with an initial minor subdivision. Existing lots smaller than three acres will be allowed to exist in perpetuity.

A minor subdivision of rural residential property allows one house per 3 acres for the first 9 acres of an existing lot. After that, one house per each additional 20 acres is allowed under the Farmette guidelines.

Know Your Farmette

- Very large (20 acre minimum) lots
- Rural character
- Agricultural uses
- Visually buffered from roadways
- One-time minor subdivision of up to three 3-acre lots allowed
- After that, the minimum lot size is 20 acres
- Private, unpaved roads allowed
- Minimize curb cuts
- Density bonuses available for dedicating preserved open space

Farmette lots are a three acre minimum for up to three lots, and a 20 acre minimum for the remainder of the subdivision. One house and one accessory residential unit will be allowed per lot, all on septic or individual systems.

Owners are exempt from required traffic and drainage studies and tree surveys.

A single curb cut per road frontage is preferred. If this is not possible, curb cuts should be limited to one per 1000 feet of road frontage, with mailboxes clustered per Postal Service Regulations.

Regulatory intent. The intent of the Farmette type of development is to allow landowners to subdivide their land among family members and to maintain the rural character of Chattahoochee Hills, while still allowing for some development on the rest of their property. By allowing up to three lots as small as three acres, the minor subdivision process allows a land owner to provide lots for family members while maintaining the bulk of the property in its current state. By allowing for further subdivision into lots of at least 20 acres, the Farmette type provides the owner an opportunity to develop the rest of the property while maintaining a distinctly rural character and avoiding some of the regulatory burden of a more intense development type.

Through measures such as limiting curb cuts, requiring shared internal roads, clustering mailboxes along the street, and visually buffering when possible, proposed Farmette subdivision regulations seek to minimize aesthetic impact. When visual buffering is not possible, design guidelines will address the scale and placement of structures.

The limitation on curb cuts and requirements for internal roads are intended only to discourage direct access to individual subdivided lots. These provisions are not intended to create a very-large-lot version of a suburban residential pod inside a superblock. Rather, connectivity is encouraged; internal roads should allow through traffic and connect with neighboring properties where possible.

Large 20 acre lots are intended to provide separation between houses and a sense of space and at least a semblance of rural isolation for their residents. Specifying septic and restricting sewer reinforces the rural character of the Farmette type and ensures a minimum separation between houses.

20 acre lot minimums also lend themselves to small scale agriculture and equestrian uses, which are consistent with the rural character envisioned by the community.

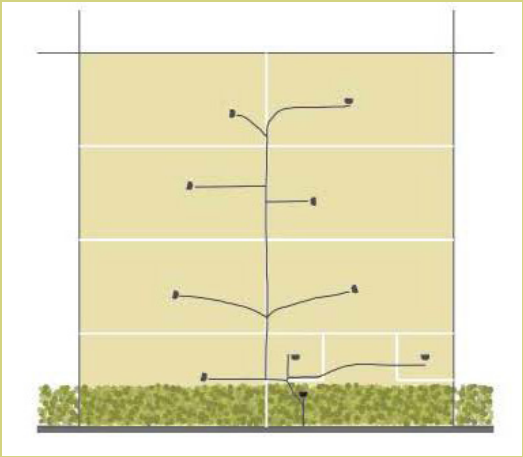
The three acre lot minimum under the minor subdivision regulations effectively limits any subdivision to lots over six acres. If the property has been a part of the minor subdivision process in the past, the effective limit is 40 acres.

Critical Factors

- Parcel size
- Curb cuts
- Visual Buffers
- Septic Systems

Policy Themes

- Agricultural Protection
- Rural Conservation
- River Protection
- Scenic Corridor
- Watershed Protection



Farmette

- Rural in character
- Small, 3 acre lots from minor subdivision process
- Remainder of property is divided into twenty acre lots
- Buffered from roadway
- Single curb cut

Crossroads Community Development Type

Existing. Crossroads Communities are historic settlements found at intersections of one or more roads in a rural setting that have the appearance of a small village. They generally consist of a nucleus of landmark buildings and businesses such as churches, general stores and schools, surrounded by outlying residential development. There are six crossroads communities in the city of Chattahoochee Hills: Rivertown, Rico, County Line/Redwine, Goodes, Friendship and Campbellton. Each has its own distinct history, yet they also all share a connectedness due to their close proximity and through the families and people of the area who lived, went to school, worked and worshiped in them.

Know Your Crossroads Community

- Historic Community
- Maintain Historic Character
- May offer housing, employment, and commercial opportunities
- A community must have a discernible historic footprint to be considered for a development Master Plan
- The Community will develop a Master Plan for development
- All new development will conform to Master Plan requirements

Vision. As one of the remaining crossroads communities, Rico was identified by citizens in the 2011 planning process as an area on which they would like to study further, specifically targeting the development of an individual master plan which would address architectural design and the types of economic development feasible for this sort of community. To ensure that development is desired by the affected community members, input from the community will be required before the development of any master plan begins. If the local community decides that they would like to pursue development, all new construction must be true to the historic character of the community. Commercial development would be limited in size and scale, and must be consistent with businesses that could have historically operated in the area. New development should be mixed-use in nature, with the possibility of a business owner living above their commercial space. Buffer requirements would be revised to allow new development to have road frontage, keeping consistent with historical development patterns, while limiting the external impact.

Rico and Campbellton are the most appropriate Crossroads Communities for consideration of a master plan and new development. Because of the discernible historic footprint and existing documentation of the historic character of these communities, they have the greatest potential for establishing standards for new development in the community.

Implementation:

- Hold a series of public meetings with community members to discuss the creation of a master plan for Rico
- Development of a master plan that examines architectural and economic development within Rico
- Create zoning district to codify the vision of the Rico Crossroad Community Master Plan
- Provide incentives necessary to attract the sort of development desired in Crossroads

Appropriate Uses:

- Low intensity historically appropriate mixed use
- Small scale commercial
- Residential
- Civic

Policy Themes:

- Development Node
- Historic Preservation

Rico Community Vision

Through a series of meetings in the Rico Community a picture has begun to form of what additional development in the historic Rico Crossroads Community might look like. Guided by residents of Rico and other community members, three meetings were held to consider the future of the neighborhood. The group discussed the area's history and its boundaries, identified favorite and least favorite features, and worked out some broad outlines of what the future holds and how the planning process should proceed. Emphasis was placed on the role of the community in directing this process.

The community has indicated that it is interested in considering additional infill development and has provided some guidance regarding the form such development might take, as well as the locations where such development might be allowed. Additional community input will be sought in order to turn these ideas into reality. The community still will provide input on rules regarding the footprint of new development, its relationship to neighboring properties and to the street, acceptable height, bulk and floor areas of new construction, and possibly identify allowable or preferred uses, architectural styles, building materials, street improvements, parking and pedestrian facilities, and other characteristics of potential infill development that will determine its success in the eyes of the residents.

The outcome of the process is likely to be a plan for the neighborhood and an ordinance controlling the character of the development changes. The process can then be repeated in other Crossroads Communities if the residents desire. Through discussions in the public engagement process for this plan, it was apparent that the only other Crossroads Community for which there was any consensus in favor of development was the newly-annexed Campbellton area. As the Rico process concludes, the process can begin anew in Campbellton, first exploring whether the local residents are interested in the possibility of additional development.

Parkway Commercial Development Type

Vision. The Parkway Commercial development type supports the zoning district of the same name in establishing limited service-oriented uses for the residents of Chattahoochee Hills, as well as travelers on South Fulton Parkway. Design criteria and development controls support the community's rural vision and brand. The district's controls regulate the character and scale of development.

Operation. The maximize size of a Parkway Commercial District is 12 acres, and its application is confined to the intersections of South Fulton Parkway at Campbellton-Redwine Road; at Rico Road; at Cochran Mill Road; and at Rivertown Road. Vehicular access to South Fulton Parkway shall be limited. A Minimum of 70% open space shall be required and buffers shall be established from both South Fulton Parkway and the intersecting street. Limitations on total commercial floor area, maximum density, architectural standards and site location of structures will be established to preserve a scale appropriate with the rural density of surrounding uses.

Regulatory Intent. The Parkway Commercial development type provides opportunities for appropriately scaled commercial development outside of the Hamlet, Village and Town districts. Uses are intended to be limited to those that serve the immediate needs of the residents of rural areas of Chattahoochee Hills.

Critical Factors:

- Walkability
- Connectivity
- Growth
- Economic Development

Policy Themes:

- Development Node
- Scenic Corridor
- Open Space Protection

Know Your Parkway Commercial

- Maximum size of 12 acres
- Visually buffered from roadways
- Preserve rural character
- Minimize curb cuts
- 70 percent must be preserved as open space
- Pedestrian friendly
- Architectural and development controls ensure compatibility with surrounding land uses
- Limited service uses

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Town Development Type

Vision. The Town was created as a mechanism for concentrating residential, commercial, and civic development (needed for the city's tax base) while staying true to the vision of the city.

The Town is ideal for dense, mixed-use development patterns, with residential, commercial, civic, and industrial uses all within this development type. This area will become the center of daily life for the city, with the majority of the new development happening within its boundaries. Commercial and civic development will be concentrated within close proximity to South Fulton Parkway. Buffers along South Fulton Parkway will contribute toward the preservation of rural character surrounding this development node. Limited visibility through the buffer to the commercial area may be considered at the time of plan approval.

Operation. The Town will have a minimum area of 3000 acres and be a minimum of ten miles from any other Town. It may be located anywhere along South Fulton Parkway in the Preferred Town and Village Development Type that these conditions are met. Sixty percent of the town's total area must be permanently protected as open space.

Commercial development will comprise no less than 15% (and up to 50%) of the town's development, and will include phasing requirements to ensure that the area maintains an appropriate balance of uses. Further, development will not be limited to a minimum lot size, allowing for the dense development pattern desired in this area. While a majority of the residential development will be concentrated around the commercial and civic areas, larger residential lots will also be permitted.

Direct access to South Fulton Parkway is an important requirement for the town, as the Parkway, which is the only major arterial road in the city, will provide the primary vehicular access. The Town's new streets will also connect to existing city roads, in order to achieve secondary connectivity.

A dense and fine-grained mix of uses is allowed throughout the Town. The density envisioned for the Town is higher than currently entitled for the land. In order to achieve this increased density, development rights from elsewhere in the city must be applied. These rights can be transferred from the protected land within the town or they can be purchased and transferred from other land in the City of Chattahoochee Hills.

Buildings in the Town should be expected to address the street, with lot sizes based on building type or street type, and minimal front or side yard requirements. Block sizes should be limited. Sidewalks will be provided throughout, with pedestrian or multi-use paths providing connections and recreational opportunities through the open space where appropriate.

Know Your Town

- Minimum Size: 3,000 acres
- 60 percent must be preserved as open space; density bonuses are available for additional land preservation
- Mixed use and walkable
- Will offer housing, employment, commercial and civic uses
- Visually buffered from existing roads and neighboring properties except for a small window to South Fulton Parkway
- Development is clustered and permanently delineated from the preserved open space
- Limit block size to promote walkability and route choice
- Provide bonus for providing public infrastructure
- Require some public benefit from preserved open space
- Consider methods to accommodate future growth and connectivity through buffers
- Require dedication of easements for multi-use path right-of-way to improve connectivity throughout the city
- A street plan is required

Preserved open space in the Town must be permanently delineated from the developed land by a right-of-way or some other method.

Neighboring property owners may be allowed to submit plans to be included in the Town.

Regulatory Intent. The Town must be at least 3000 acres and cannot be located within 10 miles of another Town [from the primary access off of South Fulton Parkway] in order to support the city's desire to maintain and preserve its current rural nature.

Likewise, the requirement that 60% of the Town's acreage be preserved as open space is consistent with the vision of the city. The majority of the Town's development will be concentrated within a specific area allowing much of the rest of the property to remain rural and consistent with what currently exists in Chattahoochee Hills. Additionally, the concentration and mixture of civic, commercial, and residential uses will ensure that the community is walkable.

The open space preservation requirement should serve to

- Conserve sensitive land
- Provide wildlife habitat corridors
- Provide storm water detention and filtering
- Provide opportunities for residents and guests to benefit from interacting with nature
- Provide some buffering from neighboring property
- Provide parks and recreational and gardening opportunities for village residents and guests
- Provide opportunities for small-scale farming and forestry operations

The transfers of development rights serve not only to provide additional density in the town, they also provide a mechanism for preserving open space throughout the city, supporting the vision of Chattahoochee Hills as a rural community.

The 15-50% requirement for commercial development will have phasing requirements to ensure that the area develops at an appropriate pace.

Reduced block lengths support the goal of walkability and provide route choices for motorist and opportunities for the on-street parking. The inclusion of sidewalks and paths also will support the goal of walkability. Within the town, walking and biking should be seen as the most convenient and desirable way to get around. This would allow reduced parking requirements in addition to exercise and recreational opportunities for residents.

Multiple connections to city roads provide numerous benefits. They reduce congestion by removing the traffic burden from individual roads, provide route alternatives, reduce vehicle miles traveled, and reduce pollution. These connections will also support the character of the Town as an actual Town and not a Suburban mixed-use pod. Use of the connection to South Fulton Parkway should be encouraged through its design, the use of wayfinding signage, and the fact that it will be the most convenient access to the bulk of the metropolitan area.

Accessory dwelling units are encouraged within the Town to provide housing variety at multiple price points, and to support lifecycle housing/lifelong community.

Critical Factors

- Block size
- Open Space Preservation
- Walkability
- Mix of Uses
- Civic Space
- Transfer of Development Rights
- Density Bonuses
- Connectivity
- Sustainability
- Growth

Policy Themes

- Town Center
- Development Node
- Open Space Protection
- River Protection
- Scenic Corridor
- Watershed Protection

Village Development Type

Vision. The Village is intended to draw away the development that would have occurred elsewhere within the city, thereby allowing the rural character to be preserved throughout most of the city. The Village concept differs from the Town primarily in size and intensity. The Village is smaller and less intense than the Town. As in the Town, development in the Village would be a fine-grained mix of uses, including residential, office, commercial, light industrial and civic.

Villages are 1,000 or more acres in size, and are visually screened from surrounding roadways by the rural protection buffer. Commercial development will represent no less than 10% and up to 45% of the units in the village, composed of smaller businesses such as professional offices, dry cleaners, coffee shops, small bookstores or groceries, etc., which will be able to support most of the daily needs of residents. Uses within the core of the development will be mixed at a very fine grain, and a great deal of attention will be given to the connectivity of pedestrian routes so that the area will be walkable. Buffers along South Fulton Parkway will contribute toward the preservation of rural character surrounding this development node. Limited visibility through the buffer to the commercial area may be considered at the time of plan approval.

Operation. In order to qualify as a Village, a development must be at least 1,000 acres. A Village must be at least 5 miles from any other Village or Town and 60% of its total area must be permanently protected as open space. A Village may be located anywhere along South Fulton Parkway that these conditions may be met.

A dense mix of uses is allowed throughout the Village. The density envisioned for the Village is higher than currently entitled under existing Rural zoning. In order to achieve this increased density, development rights from elsewhere in the city must be applied. These rights can be transferred from other land in the city of Chattahoochee Hills through the TDR program.

Buildings in the Village should be expected to address the street, with lot sizes based on building type or street type, and minimal front and side yard requirements. Block lengths should be limited. Sidewalks will be provided throughout, with pedestrian or multi-use paths providing connections and recreational; opportunities through the open space where appropriate.

Know Your Village

- Minimum Size: 1,000 acres
- 60 percent must be preserved as open space; density bonuses are available for additional land preservation
- Mixed use and walkable
- Will offer housing, employment, commercial, industrial and civic uses
- Visually buffered from existing roads and neighboring properties except for a small window to the commercial core
- Development is clustered and permanently delineated from the preserved open space
- Limit block size to promote walkability and route choice
- Provide bonus for providing public infrastructure
- Require some public benefit from preserved open space
- Require dedication of easements for multi-use path right-of-way to improve connectivity throughout the city
- Consider methods to accommodate future growth and connectivity through the buffers
- A street plan is required

Numerous connections between Village streets and existing city roads are important, but these connections should not be used as the primary access point. The majority of traffic should enter and exit onto South Fulton Parkway.

Preserved open space in the Village must be permanently delineated from the developed land by a right-of-way or some other method.

Neighboring property owners may be allowed to submit plans to be included in the Village.

Regulatory Intent. Like the Town, the intent of the Village is to concentrate development within the city and to provide a location for commercial and social life. The Village is not as large or intense as the town and the regulations are intended to enforce this. The overall size of the Village is smaller than the Town, building height limits are somewhat lower, and industrial and office uses are somewhat less intense. The Village is intended to meet the daily needs of its citizens, but to be only a secondary employment center.

The open space preservation requirement will serve to

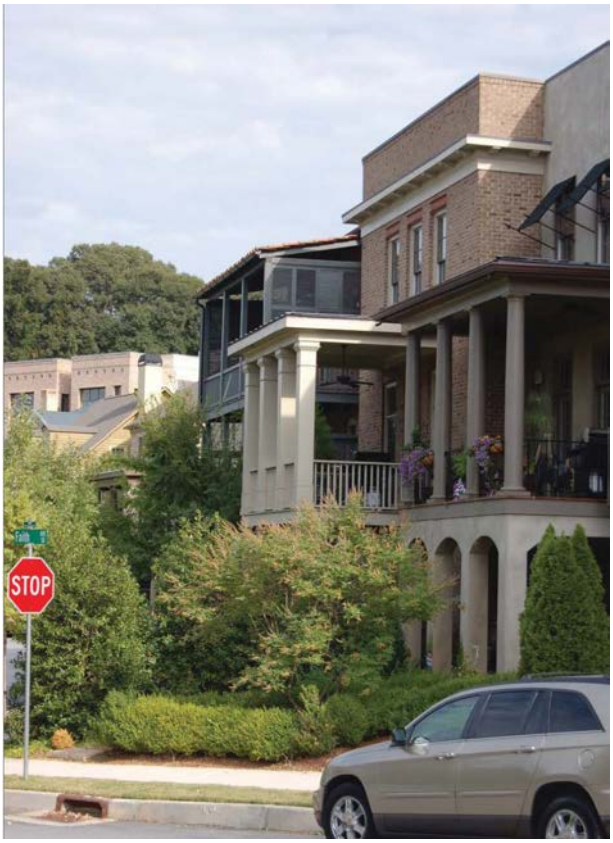
- Conserve sensitive land
- Provide wildlife habitat corridors
- Provide stormwater detention and filtering
- Provide opportunities for residents and guests to benefit from interacting with nature
- Provide some buffering from neighborhood property
- Provide parks and recreational and gardening opportunities for village residents and guests
- Provide opportunities for small-scale farming and forestry operations

The transfers of development rights, whether internal to the Village or from outside the Village serve not only to provide additional density in the Village, they also provide a mechanism for preserving open space throughout the city, supporting the vision of Chattahoochee Hills as a rural community.

Reduced block lengths support the goal of walkability and provide route choices for motorists and opportunities for on-street parking. The inclusion of sidewalks and paths also will support the goal of walkability. Within the Village, walking and biking should be seen as the most convenient and desirable way to get around. This would allow reduced parking requirements in addition to exercise and recreational opportunities for residents.

Multiple connections to city roads provide numerous benefits. They reduce congestion by removing traffic burden from individual roads, provide route alternatives, reduce vehicle miles traveled, and reduce pollution. These connections will also support the character of the Village as an actual Village and not a suburban mixed-use pod. Use of the connection to South Fulton Parkway should be encouraged through its design, the use of wayfinding signage, and the fact that it will be the most convenient access to the bulk of the metropolitan area.

Accessory dwelling units are encouraged within the Village to provide variety in housing type and price-point and to support lifecycle housing/lifelong community.



Critical Factors

- Block size
- Open Space Preservation
- Walkability
- Mix of Uses
- Transfer of Development Rights
- Density Bonuses
- Connectivity
- Sustainability
- Growth

Policy Themes

- Development Node
- Historic Preservation

Mixed Use Hamlet Development Type

Vision. The vision for Chattahoochee Hills prior to incorporation as a city included three Villages along with multiple Hamlets, designed to concentrate development into specific areas as a mechanism to maintain the current rural development patterns throughout the bulk of the city.

The Mixed-Use Hamlet development type will provide the city with a smaller version of the Town and Village development type. The hamlet's small scale is especially suited for pedestrians, so the development type is intended to create close-knit, walkable communities. To ensure walkability, the different land uses must be carefully considered and mixed to ensure the layout and design suit pedestrian needs. Development should be tightly clustered on the property, providing a clear demarcation between the development and the preserved open space.

Operation. The minimum size of a Mixed-Use Hamlet is 250 acres. 70% of the land must be preserved as open space, concentrating development in nodes and centers within the development. 6-25% of the development must be commercial. Residents will have access to some small scale retail, but will have to leave the Hamlet to get to certain items that may only be found in larger commercial establishments.

Since connectivity is vital, block sizes and the design of the public rights-of-way will be critical. Block sizes should be limited. Boundaries between private property and open space should be marked with some form of right-of-way. Streets in the more densely developed portions of hamlets should have sidewalks or paths and street trees to protect the pedestrian realm.

Because a Hamlet is smaller than a Town or Village, access to South Fulton Parkway is not required. Access to Mixed-Use Hamlets may be provided from smaller paved roads. Unlike a Town, Village or Parkway Commercial District, a Mixed Use Hamlet can be located anywhere within the City, and will include buffers in its design criteria.

Preserved open space in the Mixed-Use Hamlet must be permanently delineated from the developed land by a right-of-way or some other method.

Know Your Mixed Use Hamlet

- Minimum Size: 250 acres
- 70 percent must be preserved as open space; density bonuses are available for additional land preservation
- Mixed use and walkable
- Offers housing, employment, and commercial opportunities
- Visually buffered from existing roads and neighboring properties
- Provides both vehicular and pedestrian connections to neighboring properties where possible, otherwise provides easements or right-of-way for future connections
- Development is clustered and permanently delineated from the preserved open space
- Limit block size to encourage connectivity and walkability
- Provide bonus for providing public infrastructure
- Require some public benefits from preserved open space
- Consider methods to accommodate future growth through the buffers
- A street plan is required

Mixed Use Hamlets will probably require central water service, but sewage can be managed through the city, community, or privately.

Regulatory Intent. The commercial space requirement will provide residents access to certain everyday necessities, but is not intended to fulfill all of their needs.

Visual buffers will ensure that the rural character of the city is maintained while allowing for growth and development. By requiring a visual buffer the development will be hidden from individuals driving by while allowing property owners to develop their property fully.

By limiting block sizes and regulating the design of the public rights of way, pedestrian activity is encouraged, increasing resident interaction and reducing the need for automobile use.

Critical Factors

- Block size
- Open Space Preservation
- Walkability
- Mix of Uses
- Transfer of Development Rights
- Density Bonuses
- Connectivity
- Sustainability
- Growth

Policy Themes

- Development Node
- River Protection
- Scenic Corridor
- Watershed Protection

Residential Hamlet Development Type

Vision. The Residential Hamlet development type is based upon the Chattahoochee Hill Country Conservation Subdivision Ordinance.

A Residential Hamlet must permanently preserve 70% of its land as open space. Like the Mixed-Use Hamlet Development Type, a Residential Hamlet must be walkable. Development should be tightly clustered on the property, providing a clear demarcation between the development and the preserved open space.

Operation. The lot sizes within the development type will vary, depending on whether the development is going to utilize community sewer or individual septic systems. The minimum lot size for a residential hamlet on septic system is 1.5 acres. On community sewer, minimum lot size is regulated by building type.

Residential Hamlets will preserve 70% of the property as open space, with density bonuses available for increased levels of preservation. A full visual buffer from city roadways will be required in order to maintain the rural character of Chattahoochee Hills.

There will be no commercial development within the Residential Hamlet, unless it is on a sewer system, in which case it may have up to 5% commercial use.

Since connectivity is vital, block sizes and the design of the public rights-of-way will be critical. Block sizes should be limited. Boundaries between private property and open spaces should be permanently delineated by a right of way or some other method. Streets in the more densely developed portions of Hamlets should have sidewalks or paths and street trees to protect the pedestrian realm. Light imprint development practices should be employed.

Regulatory Intent. Residential Hamlets will be designed to look rural, rather than suburban. Visual buffers will ensure that the rural character of the city is maintained while allowing for growth and development. By requiring a visual buffer the development will be hidden from the individuals driving by while allowing property owners to develop their property fully.

By limiting block sizes and regulating the design of the public rights of way, pedestrian activity is encouraged, increasing resident interaction and reducing the need for automobile use.

The Residential Hamlet development type should stand out from typical suburban patterns by clustering development, clearly delineating open space, carefully designing frontages to de-emphasize the automobile, supporting walkability, and activating open space with rural amenities.

Know Your Residential Hamlet

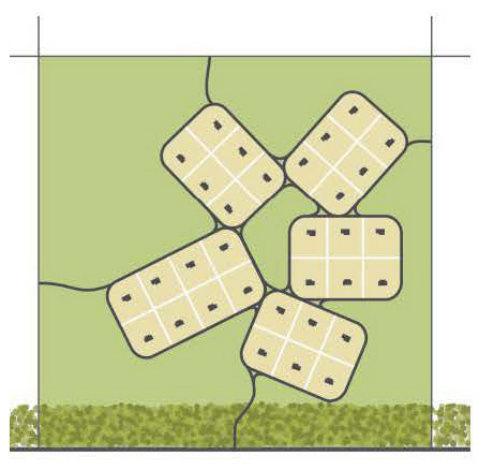
- Minimum Size: 29 acres with septic; 150 acres with sewer
- Maximum project sizes are enforced through development controls
- 70 percent must be preserved as open space; density bonuses are available for additional land preservation
- Development is clustered and permanently delineated from the preserved open space
- Pedestrian friendly
- Limited or no commercial uses
- Visually buffered from existing roads and neighboring properties
- Provides both vehicular and pedestrian connections to neighboring properties where possible, otherwise provides easements and right of way for future connections
- Limit block size to encourage connectivity and walkability
- Provide bonus for providing public infrastructure
- Require some public benefits from preserved land
- Consider methods to accommodate future growth through the buffers
- A street plan is required

Critical Factors

- Block size
- Open Space Preservation
- Walkability
- Mix of Uses
- Transfer of Development Rights
- Density Bonuses
- Connectivity
- Sustainability
- Growth

Policy Themes

- Development Node
- River Protection
- Scenic Corridor
- Village Center
- Watershed Protection

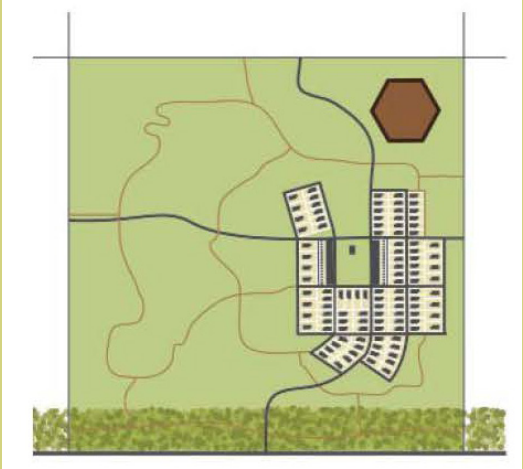


Residential Hamlet on Septic

- 1.5 acre lot minimum
- No commercial development allowed
- Minimum 70% of property preserved as open space

Shown:

- Thirty-two 1.5 acre parcels in a 160 acre Residential Hamlet
- 70% of land preserved as open space
- 300 foot buffer along the existing public roadway
- Street connections to neighboring properties



Residential Hamlet on Sewer

- Lot sizes vary with housing type
- Up to 5% commercial development allowed
- Minimum 70% of property preserved as open space, with density bonus available for higher percentages
- All houses connect to a community sewerage system

Shown:

- 160 acres
- 90% preserved as open space
- 128 0.125-acre lots (50' x 110')
- Community sewer package plant
- Variety of housing types
- Public preserved land separated from private parcels by roads and paths
- Includes a central public park/ green with a site for barn, stable, church...
- 300 foot buffer along the existing public roadway
- Street and path connections to neighboring properties

Hamlet Special District Development Type

Vision. The Hamlet Special District is intended for smaller Hamlet districts that are focused on a specific use or type of uses consistent with the city's Comprehensive Plan, but not otherwise allowed by the city's zoning ordinance.

Operation. The maximum size of a Hamlet Special District is 250 acres. The amount and configuration of required open space and the mix of uses permitted may be adjusted by the City Council. Like other Hamlets, Special Districts must be buffered from public right of ways.

Regulatory Intent. A hamlet special district may be created only by an ordinance approved by the City Council that legislates the creation of the District. The ordinance identifies the boundaries, the statement of intent, and incorporation of general regulations that are tailored to the Special District. These should include things such as non-residential uses, maximum block sizes, hours of operation, open space requirements, dimensional requirements, and limitations on form or use within the District.

This district supports the larger economic development goals of the city by enabling sites for viable industries, including agricultural uses, while separating nuisances from the bucolic countryside. It is important that businesses in this development type be consistent with the overall vision of the city, including development at an appropriate scale and the establishment of design aesthetics.

Critical Factors:

- Connectivity
- Block Size
- Growth
- Economic Development
- Sustainability

Policy Themes:

- Development Node
- Open Space Protection

Know Your Special District

- Based on the Mixed-Use Hamlet
- Have special and substantial public interest in protection of an existing or proposed unique character including, as appropriate, surrounding such areas, and/or a high economic value to the city
- Contribute to the open space protections at levels similar to other Development Types
- Established to accomplish special public purposes not as easily facilitated in other Development Types
- Allows a mixture of uses, densities and/or development characteristics that are not as easily facilitated in other Development Types
- Can protect and preserve individual buildings or grounds where there is special and substantial public interest in protecting such buildings and their visual environment
- Maximum block sizes may be revised
- The quantity, sizes, and hours of operation of particular uses may limited
- Density may be increased or decreased
- Maximum amount of Open Space that may be preserved off site may be increased or reduced.
- Setbacks, height limits, frontage buildout requirements, civic space types and thoroughfare types may be revised
- Additional form, design, and/ or landscaping standards may be established

Transportation

The City of Chattahoochee Hills participated in the South Fulton Comprehensive Transportation Plan. The following policy recommendations were developed as a part of this plan:

While Chattahoochee Hills has created a vision for their future community (as described in the Comprehensive Plan), the area is in its infancy in terms of that new development pattern. As a result, certain aspects of that vision are understood generally, but don't yet have specific locations. For example, additional Hamlets or Villages (perhaps similar to Serenbe) are envisioned, separated by decidedly rural areas – however, the specific locations of these villages are not yet known. And, an interconnected system of trails is envisioned to connect these hamlets – but, these can't be physically located until the location of the Villages begin to take form. Therefore, several transportation policies are recommended to guide future actions as the Chattahoochee Hills form takes shape.

Future Village Street Networks – As additional Villages/ Hamlets begin to take form, these should be served by existing collector and arterial roadways, but not be developed along these critical roadways. The Hamlets/ Villages should instead be developed off the major roads, with a grid of new local streets developed within each Village.

Local Street Design Standards – Design standards for future Village streets should be developed which follow complete street principles, encourage low speeds within the Villages, accommodate shared use by all users, and create a consistent design with building and other infrastructure standards.

Trail Plan – As additional Villages/ Hamlets begin to take form, the city should update its Trail Plan to connect each Village throughout the city. Connectivity to nearby parks and other community facilities should also be considered.

Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
R-185	Rico Road at Atlanta Newnan Road	Intersection Operations	Roundabout	Chattahoochee Hills	$1,162,400
R-123	South Fulton Parkway at Cochran Mill Road	Intersection Operation	Intersection Improvements	Chattahoochee Hills	$1,000,000
M-11	South Fulton Parkway from I-285 to Chattahoochee River	Multi-use Trail	10' Multi-use Trail parallel to road but with large buffer in between	College Park, Union City, Chattahoochee Hills, Unincorporated Fulton County	$7,614,000
ASP-FS-222	SR 154 from SR 166 to US 29	Roadway Widening	Roadway Widening	Palmetto, Chattahoochee Hills, Unincorporated Fulton County	$98,200,000
R-124	South Fulton Parkway at Old Rico Connector Road	New Intersection	Intersection Improvements	Chattahoochee Hills	$250,000
R-125	South Fulton Parkway at Rico Road	Intersection Operation	Intersection improvements	Chattahoochee Hills	$1,000,000
R-126	South Fulton Parkway at Campbellton-Redwine Road	Intersection operation	Intersection improvements	Chattahoochee Hills	$1,000,000

Project R-123 is the only project in Chattahoochee Hills identified for short term implementation. Project R-185 was identified for funding by the first regional TSPLOST referendum, which was not successful. All other projects are identified for mid- to long-term implementation.

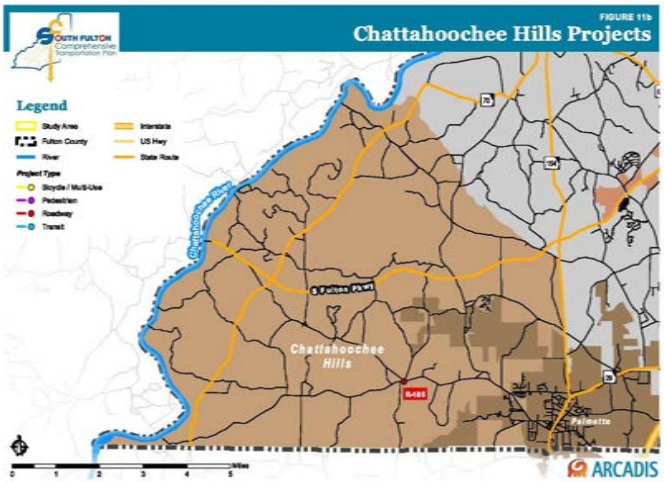
Project Number	Project Location	Category	Description	Jurisdiction	Total Cost Estimate
R-153	South Fulton Parkway at Cochran Mill Road	Grade separation	Construct a tight diamond interchange	Chattahoochee Hills	$17,150,760
PT-7	South Fulton Parkway at Campbellton-Redwine Road to Hartsfield Jackson Airport	Transit	South Fulton Parkway Express Bus	Chattahoochee Hills, Unincorporated Fulton County	$203,102,800

Proposed funding by first regional TSPLOST

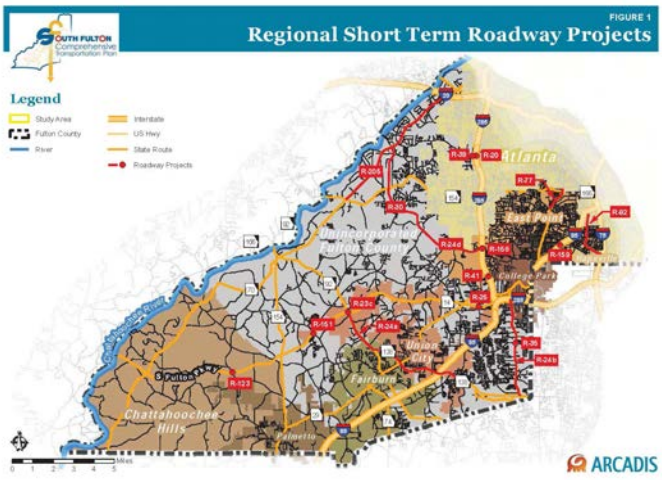
Short Term Projects: first priority when funding is available

Mid Term Projects: funding after short term projects are secured

Long Term Projects: 10+ years into the future after short and mid term projectsare secured



Project R-185 was identified for funding by the first regional TSPLOST referendum, which was not successful.



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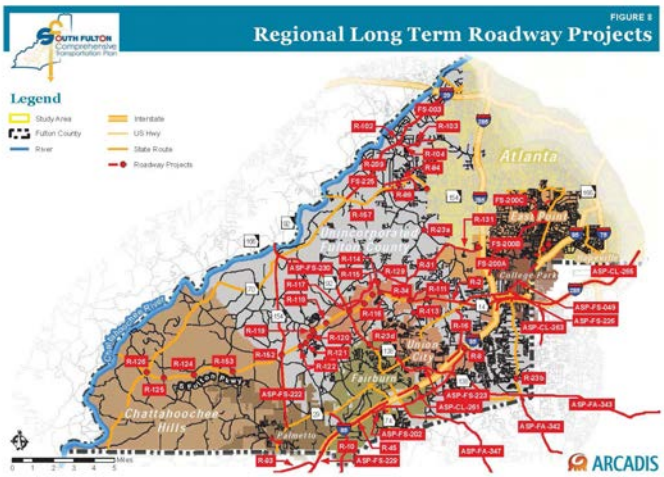
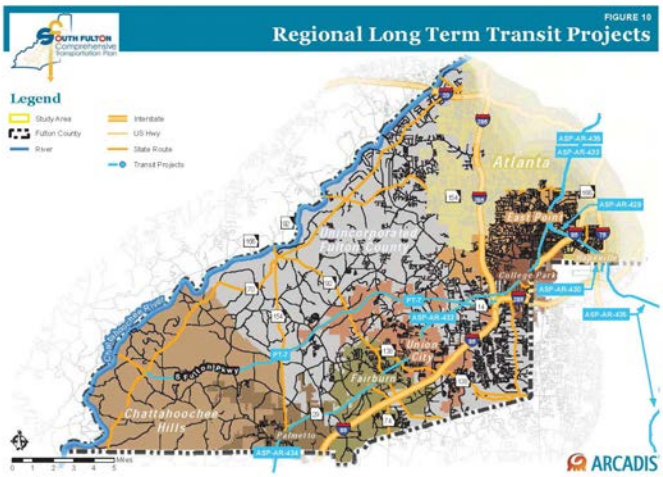




Regional long term roadway and transit projects. Most projects listed on the previous page are identified for mid- to long-term implementation.

Report of Accomplishments

Key to Terminology:

Items that are **Completed** have been finished within the 5-Year reporting period prior to this Comprehensive Plan Update.

Items that are **Underway** have been initiated or have had partial progress made as of the end of the 5-Year reporting period prior to this Comprehensive Plan Update. They have been carried over into the new 5-year reporting period for this Comprehensive Plan Update.

Items that are **Postponed** are still priorities for the community, and have been carried over into the new 5-Year reporting period for this Comprehensive Plan Update.

Items that are **Cancelled** will not be carried over into the new 5-Year reporting period for this Comprehensive Plan Update. Generally, these are items that are broad policy statements or routine city operations, and they have been identified appropriately as such.

The city has come a long way since its incorporation and the adoption of its first Comprehensive Plan. The costs of standing up a new city led to large deficits in the city's formative years. By the time the first Comprehensive Plan was adopted, the city had accumulated over $1.5 million in debt. At the time of this plan update, the city is not only operating in the black, but it has paid down the accumulated debt and built up a reserve fund. The city's parks are also important to the community. The residents banded together and bought over 1,100 acres of parkland for the city. Since then, the city has improved the parks with the help of volunteers, donations, and grant funding. Perhaps the most direct contribution to realizing the goals of the original Comprehensive Plan was the adoption in 2015 of the Development Regulations that codify the goals of the plan.

Project	Status	Comments
Rewrite Zoning Ordinances	Completed	Adopted May 5th, 2015
Engage Grants Writer	Postponed	Incorporated into the new STWP
Adopt Groundwater Recharge Area Protection Ordinance	Postponed	Incorporated into the new STWP
Develop Sustainable Local Agriculture Plan	Postponed	Incorporated into the new STWP
Develop Historic Resources Plan	Underway	The Comprehensive Plan Update reviewed additional opportunities for historic preservation; carry over to the new STWP to expand upon
Develop Cultural Resources Plan	Underway	The Comprehensive Plan Update reviewed additional opportunities for historic preservation; carry over to the new STWP to expand upon

Project	Status	Comments
Develop Light Imprint Stormwater Management Plan	Completed	Incorporated by reference in the Subdivision Regulations
Develop Rural Paved and Gravel Road Standards	Underway	There are basic standards in the current subdivision regulations; carry over to the new STWP to expand and improve upon
Create entity to manage PDR/ TDR program	Postponed	This item revised in the new STWP to review all planning tools; the Chattahoochee Hill Country Conservancy currently holds the existing TDRs that have been severed from property in Chattahoochee Hills
Develop Parks Master Plan	Completed	Completed by Parks Commission
Research transit options for the elderly and disabled	Postponed	Preliminary discussions have taken place
Economic Development Feasibility Study	Underway	Preliminary discussions have taken place
Develop Branding Program for Chattahoochee Hills	Underway	Chattahoochee Hills received an "Our Town" Grant from the National Endowment for the Arts to initiate the project
Participate in South Fulton Comprehensive Transportation Plan	Completed	Adopted January 14th, 2014
Develop Capital Improvements Program	Underway	Project of the Office of the City Manager
Impact fee study for transportation fire, police and parks	Postponed	Carried over to the new STWP
Work with Georgia Regional Transmission Authority to develop a plan that respects the city's rural character	Cancelled	Combined with new item in the STWP to research policies on the location of utilities

Short Term Work Program

Project	2017	2018	2019	2020	2021	Responsible Party	Funding Source	Cost
Engage Grants Writer	x	x	x	x	x	City Council/ City Manager	General Fund	% of grant award contract, no benefits
Adopt Groundwater Recharge Area Protection Ordinance				x	x	Community Development	General Fund	Staff Time
Develop Sustainable Local Agriculture Plan	x	x	x	x	x	City Staff with Support from Community Associations and Interested Citizens	General Fund	Staff Time, Volunteer Time
Develop Historic Resources Plan	x	x	x	x	x	City Staff with Support from Community Associations and Interested Citizens	General Fund	Staff Time, Volunteer Time
Develop Cultural Resources Plan	x	x	x	x	x	City Staff with Support from Community Associations and Interested Citizens	General Fund	Staff Time, Volunteer Time
Develop Rural Paved and Gravel Road Standards	x	x				Community Development, Public Works	General Fund	Staff Time
Review planning tools that may accomplish the conservation and preservation goals of the city	x	x	x	x	x	Community Development, Community Associations, Interested Citizens	General Fund	Staff Time
Research transit options for the elderly and disabled	x	x	x			Community Development/ Fulton County/ MARTA	General Fund	Staff Time
Economic Development Feasibility Study	x	x				Community Development/ Fulton County	General Fund and Grants	$200,000
Develop Branding Program for Chatt Hills	x	x	x			Interested Citizens	n/a	Volunteer Time
Develop Capital Improvements Program	x	x				City Manager	General Fund	Staff Time

Project	2017	2018	2019	2020	2021	Responsible Party	Funding Source	Cost
Impact fee study for transportation, fire, police and parks		x	x			City Manager, Consultant	General Fund	$80,000
Participate in the development of a joint multi-jurisdictional vision along South Fulton Parkway	x					Community Development	General Fund	Staff Time
Undertake a small area visioning study for Campbellton			x	x	x	Community Development	General Fund	Staff Time
Continue to refine the vision for Rico and consider the development of an overlay district or similar	x					Community Development and Consultant Services (possible)	General Fund	Staff Time
Research policies on the location of utilities and infrastructure and develop recommendations for the update of appropriate development codes	x	x				Community Development and ARC Community Choices	ARC Community Choices	Intern Time
Develop opportunities to further citizen/ community educational opportunities about the vision and model of development in Chattahoochee Hills	x	x	x	x	x	Community Development, Planning Commission	General Fund	Staff Time
Determine if the Chattahoochee Hill Country Greenway Trail is feasible as currently planned, or if the resources could be used for other similar purposes	x	x	x			Community Development, Parks Commission	General Fund	Staff Time, Volunteer Time
Expand the current Parks, Recreation and Trails Plan and promote awareness of its recommendations to the community	x	x	x	x	x	Community Development, Parks Commission	General Fund	Staff Time, Volunteer Time
Explore options for a creating a Development Authority in the city of Chattahoochee Hills	x	x	x	x	x	City Manager, Community Development	General Fund	Staff Time
Develop Design Guidelines for the Parkway Commercial Zoning District			x	x		Community Development, Planning Commission	General Fund	Consultant, $20,000
Pursue funding for a revised/ updated LCI study in Chattahoochee Hills	x	x				City Council, City Manager, Community Development	General Fund	$20,000 match requirement for a $100,000 study (20%)

Appendix A The City's First Plan

A Vision for the State of Georgia

For much of the past century, American comprehensive planning has produced a development pattern that is understood as suburban. In concept, suburban development patterns were intended to provide the best of rural and urban living in a healthy and productive environment for all citizens. As the suburban model spread, however, it became clear that a number of unintended consequences had emerged. Commuters came to rely heavily on the automobile; uses were disconnected from each other; and the rural and the native landscapes were replaced with highly dispersed, infrastructure-intense development. As Georgia moves into the twenty-first century, there is an opportunity to address many of these challenges in the way we comprehensively plan in the state.

Historically, comprehensive planning focused on the physical development of communities. This is clearly indicated in the original language of the City Planning Enabling Act, provided by the Hoover Commission, and produced by Congress in 1929. In this vision, the primary act of city building, whether for a new city or an expanding existing township, was the creation of the physical public realm. This act deals specifically with the conversion of land into a framework of streets and infrastructure, public spaces and public buildings, and block and lot configurations. The framework, particularly the configuration of streets and blocks, provides a long-term structure for changing patterns of land use, building form and building occupancies. How this structure is designed is vital to the performance of a jurisdiction. Small yet easily developable blocks are the key to creating a city that not only allows, but promotes, public activity through its walkability. The formation of such a public framework is the first step toward livability, sustainability, and adaptability, all within the context of a strong community. The strategic projection of a public framework has a long history in the constitution of enduring cities, form the Roman use of the 'cardo' and 'decumanus' (the main streets at the core of every Roman town) to Oglethorpe's plan for Savannah, or the Commissioners' Plan of 1811 for the city of Manhattan. These plans all passed from regulatory documents to long-lived and much loved constructed places, and have all survived adaptations over the course of time.

In Georgia, this sort of comprehensive planning can drive the makeup and expansion not only of cities and towns, but also of non-urban areas – places that historically have been understood as rural. Rural planning is just as important as urban planning, and in many ways more so. As with the creation of a city, there are also physical elements of a rural the district or area that create a framework that determines the character of future development. Much of the United States, especially as it spread westward, was planned at a very high level through the Land Ordinance of 1785. The system of townships and ranges was used to dimensionally determine the patterns of development and land transfer for everything from capital cities to ranches and farmland, and those patterns, in places, have defined that development for generations after the plans were laid.

Chattahoochee Hills has an opportunity to provide a model for bridging the urban and the rural as a strategy for supplanting the suburban development model. The vision incorporates the best of rural living with the best of town and urban living, but without confusing and combining the two. Each type of development has its own characteristics and qualities that make it livable, sustainable, adaptable and accessible. But the rules for each are not always the same, and the physical elements of each require different approaches. The vision of the Chattahoochee Hills Comprehensive Plan is to provide a model for the state as it moves forward with comprehensive planning in the coming decades, and to provide a model for planning that addresses the differences and similarities between the rural and urban environments. And along with this, the vision for Chattahoochee Hills provides a strategy to transition between the two without losing the value and the values of each.

Information in Appendix A first appeared in the City's original Comprehensive Plan, adopted 2011. It is included here for purposes of context to this Comprehensive Plan Update.

Planning in Chattahoochee Hills

The vision for Chattahoochee Hills began to form long before the city was incorporated. Fulton County played a key role in laying the groundwork for the unique Chattahoochee Hill Country community's development concepts through the implementation of creative zoning and land use regulation. Beginning in 2000, Fulton County began working with residents in a grass roots initiative that created the Chattahoochee Hill Country, an area bound together by a concept which preferred development in dense nodes with a high level of permanent land preservation over the more typical suburban sprawl seen in the Atlanta area. In 2002, Fulton County amended its Land Use Plan, officially designating the 40,000-acre area known as the Chattahoochee Hill Country, and also adopted the Chattahoochee Hill Country Overlay District, which established the mixed-use hamlet and village zoning districts and the corresponding goal of permanently preserving at least 60% of the land.

In 2003, the County adopted a Transfer of Development Rights Ordinance, which provided for the permanent protection of land driven by the development of villages, consolidating development there using development rights transferred from the surrounding farm and forestlands. The first hamlet development was approved by the County in 2004. In 2005, Fulton County adopted the Chattahoochee Hill Country Conservation Subdivision Ordinance, making conservation subdivisions the only other development mode allowed in the Chattahoochee Hill Country. In 2006, Fulton County recorded for the two Transfer of Development Rights transactions in the State of Georgia.

The desire to permanently strengthen these programs and to administer them locally was the primary driver behind citizen efforts to incorporate the Chattahoochee Hill country area into a city. That incorporation took place in 2007, creating the new city of Chattahoochee Hill Country, which later changed its name to Chattahoochee Hills.

The First Comprehensive Plan

Upon its incorporation in 2007, the City of Chattahoochee Hills adopted Fulton County's Comprehensive Plan and development regulations. A portion of the Fulton County Comprehensive Plan, Focus Fulton 2025, specifically addressed the special needs of the area of Chattahoochee Hills, creating an overlay zoning district that called for preservation of a minimum of 60% of the area in a relatively undisturbed state, with development concentrated in villages and hamlets located in specific areas. The future land use map included three villages (informally called Center Town, Friendship Village and Foxhall Village) located in Chattahoochee Hills and the remaining land to be agricultural residential (AG-1, one acre minimum lot size). The 'Friendship Village' village was approved as a DRI by ARC under Fulton County in 2005.

When the city was created in the State legislature, the city limits were drawn differently than originally intended, with the northeast quadrant excised. In addition, the neighboring city of Palmetto annexed some property in the east of the proposed city at the behest of the developer. The boundary changes removed one of the villages (Foxhall) entirely, along with two thirds of another (Friendship). Foxhall Village, now in the City of Palmetto, was approved as a DRI by ARC in 2006. The conceptual village known as Center Town, on land owned by Carl Bouckaert, remained in the city. Despite losing one and two thirds of its presumed village sites, the city kept the Fulton County Comprehensive Plan, although there was immediate recognition that some elements of the plan might need to be amended to accommodate the changes in the boundaries. Since formation of the city, the downturn in the economy has greatly reduced the development pressure experienced throughout the entire Atlanta region, including the City of Chattahoochee Hills.

The assets that make the community attractive for development – a large, physically attractive, contiguous and almost entirely undeveloped area with a highly sustainable development plan located only 25 minutes from the world's largest airport – remain, however, and the city is likely to experience intense development pressure in coming years.

In the three years since the adoption of Focus Fulton, the leadership and citizens of Chattahoochee Hills have consistently demonstrated their willingness and their passion for "The Plan"; for raising the bar for preservation of rural land and lifestyles, and for promoting responsible and sustainable development. The most prominent example of preservation-oriented development in the community is Serenbe, the first phase of which has been substantially completed. Serenbe serves as a nationally recognized, award-winning example of outstanding land conservation, agricultural integration, planning and implementation.

It is the intent of this Community Agenda to build upon the spirit that was established in Focus Fulton, to identify problem areas, and to encourage even higher standards to create and to maintain a sustainable community for the citizens of Chattahoochee Hills.

The Community agenda identifies short and long-term planning strategies for the City of Chattahoochee Hills that supports that community vision. These planning strategies are intended to help guide the pattern of development within the city while supporting the character guidelines for specific areas of the community. The goals and policies expressed in the Community Agenda identify how the City of Chattahoochee Hills will address demands associated with future anticipated population and work force growth while supporting the overall vision for the city.

Refining the Vision

A diverse spectrum of stakeholders was appointed by the Mayor and City Council to develop the Community Agenda. Experience in public involvement has shown that lasting solutions are best identified when all segments of a community – individuals, elected officials, the business community, potential developers, and civic organizations – are brought together in a spirit of cooperation. That was certainly the case in Chattahoochee Hills.

The broad based participation in developing the Community Agenda will help ensure that it will be implemented, because many in the community are involved in its development and thereby become committed to seeing it through.

Comprehensive Plan Task Force

Beginning in December of 2008, the Mayor and City Council began recruiting citizens to work on the Comprehensive Plan. The Comprehensive Plan was discussed at City Council and Planning Commission Meetings, information was posted on the City's website and information about the Comprehensive Plan was reported in the weekly Reader, the weekly on-line newspaper for Chattahoochee Hills. The Comprehensive Plan Task Force is the body that interpreted the input of the community and created the Community agenda of the Comprehensive Plan. The task force was created through appointments from the Mayor and City Council and citizens volunteering. There were originally 45 people (fully 2% of the city's entire population) appointed to the task force. While some were unable to participate fully due to other commitments, the task force added members over time as citizens came forward to volunteer their time to the effort to maintain its broad-based community input level.

The task force was guided by three facilitators, two of whom are professional planners (consultant and city planner), and the President of the Chattahoochee Hills Civic Association, who served as the Citizen Chair.

City staff was included in the task force for the professional knowledge that they bring to the process. For out of five of the members of the Chattahoochee Hills Planning Commission were also included in the task force because planning is the focus of their positions on this appointed board. (The Chairman of the Planning commission elected not to serve on the Comprehensive Plan Task Force due to his work schedule.)

Because of the community's strong planning history, there are a number of community organizations working in the City of Chattahoochee Hills. The following appointees to the Comprehensive Task Force represent various community organizations.

Nancy Green-Leigh, CHCA Sustainable Development Committee

Alan Merrill, Chairman, Chattahoochee Hill County Conservancy

Tom Reed, President, Chattahoochee Hills Civic Association

Laurie Searle, Scenic Byway Committee

The local business community and education community were also targeted for involvement in the Comprehensive Plan Task Force.

Sandra Storrar, Realtor

Dr. George Brown

Andy Hanna, Builder

Sandra Huffmaster, Educator

Clifford Blizzard, Educator

Judy Henderson, Chattahoochee Hills Community Library, Educator

The Mayor and City Council also invited the largest landowners in the City to participate in the process because of the impact that those parcels will have once they are developed. They are:

Mark Hennessey, Hennessey Properties

Stacy Patton, Minerva

Carl Bouckaert, Bouckaert Properties

Brook Cole, Merrill Trust

Steve Nygren, Serenbe

Citizen Representative were selected to be part of the process based on interest and willingness to serve the city. The citizens serving on the Comprehensive Plan Task Force included (but were not limited to):

Paul Alford

Ken Langley

Margaret Clime

Wendy McGhee

Gene Griffith

Tara Muenz

Nehemiah Haire

Dan Sanders

Don Harrelson

Michael Harris

Rick Sewell

Allen Shropshire

Monte Harris

Bob Simpson

Members of the Task Force were divided into five committees based on interests and expertise. The five committees were Public Participation, Natural and Community Resources, Economic Development, Housing, and Land Use and Transportation. Many of the citizens and stakeholders served on more than one committee.

Public Participation

The Public Participation Committee comprised of Gene Griffith, Mark Prater, Tom Reed, Laurie Searle, Sandra Storrar, and Dana Wicher had the important task of reaching out to the community to gather opinion-based information to guide the development of the Community Agenda. This was done in two ways. First was through a mail and online survey. The survey was mailed to all 985 households in Chattahoochee Hills. The combined mail and online survey yielded 432 responses – representing almost 50% of all households in the entire city! The results of the survey were presented to the entire task force.

The second part of the community outreach was a series of meetings held around the city to get more survey responses, perform an additional visual preference survey and to gather any other feedback from the community regarding the physical development of the city in the next 20 years. Five outreach meetings were held around the city during the last two weeks of March and first week of April. Four meetings were held at local churches and one at the Serenbe Institute within Serenbe. The meetings were advertised through all four church bulletins, the Chattahoochee Hills Weekly Reader (a weekly community e-mail newsletter), an e-mail blast to all residents with e-mail addressed on file at City Hall and through flyers posted at Smith's Grocery Store (the only grocery store in Chattahoochee Hills) and at the Blue Eyed Daisy Bakeshop in Serenbe.

The format of all of the meetings was the same. There was a visual preference survey given to inform the Land Use and Transportation Committee about preferred development types. There were walls with signs posted on them. Each sign was the same "Tell us your concerns about ____" with all of the required topics of each of the chapters of the Community Agenda inserted. One wall sign read "Tell us your concerns about Transportation," another about Development, another about Natural Resources, Housing, Economic Development, Intergovernmental coordination, etc. next to each of the signs were five by eight inch Post-it notes where participants could write their concerns and stick them to the wall.

The consolidated list of concerns for each topic was presented to the committee working on that part of the Community Agenda. These comments were used to create the issues and opportunities lists in the Community Assessment. There were 66 attendees in the five outreach meetings.

Committee Structure

Each committee received a report of the survey results, the visual preference survey results and list of residents' concerns along with the Community Assessment and other supplemental information. The committees utilized a visioning process; held workshops with experts in their subject areas, or engaged in a full-scale charrette process. Each committee completed their work by developing policies to achieve goals set by the committee, and steps to implement each policy.

Natural, Cultural and Community Resources Committee

The Natural, Cultural and Community Resources Committee addressed topics from the Natural and Cultural Resources element, the Community Facilities and Services element and the intergovernmental Coordination Element of the Community Assessment. This committee was the first topic-based committee to begin work, holding their first meeting in June, 2010.

Member of the committee include:

Paul Alford

Rocky Reeves

Clifford Blizard

Laurie Searle

Sandra Huffmaster

Bob Simpson

Judy Henderson

Clay Stafford

Alan Merrill

Hugh Tyer

Tara Muenz

Dana Wicher

Stacy Patton

Economic Development Committee

The Economic Development Committee addressed the Economic Development element of the Community Assessment. Unlike the Natural and Community Resources Committee, there was very little Chattahoochee Hills specific data available to inform their work. This committee was the second topic-based committee to begin work in June, 2010. Members of the committee included:

Paul Alford

Steve Nygren

Nancy Green Leigh

Stacy Patton

Alan Merrill

Rocky Reeves

Wendy McGhee

Dana Wicher

Housing Committee

The Housing Committee addressed the Housing element of the Community Assessment. There was very little Chattahoochee Hills specific Census housing data available for the committee to review. This group had speakers from the Georgia Tech City Planning program and the Atlanta Regional Commission Aging Division to assist the committee in its work. This committee was the third topic-based committee to begin work in July 2010.

Members of the committee include:

Steve Dray

Andy Hannah

Michael Harris

Nancy Green Leigh

Rick Sewell

Allen Shropshire

Bob Simpson

Dana Wicher

Land Use and Transportation Committee

The Land Use and Transportation Committee addressed the Land use and Transportation elements of the Community Assessment. This committee dealt with a great deal of information in the Community Assessment and also had to consider the work of the other topic based committees. This committee was the last topic-based committee to begin work in August 2010. Member of the committee included:

Dr. George Brown

Alan Merrill

Carl Bouckaert

Steve Nygren

Margaret Clime

Larry Parrott

Brook Cole

Stacy Patton

Steve Dray

Tom Reed

Gene Griffith

Rocky Reeves

Michael Harris

Laurie Searle

Don Harrelson

Dan Sanders

Monty Harris

Bob Simpson

Ken Langley

Sandra Storrar

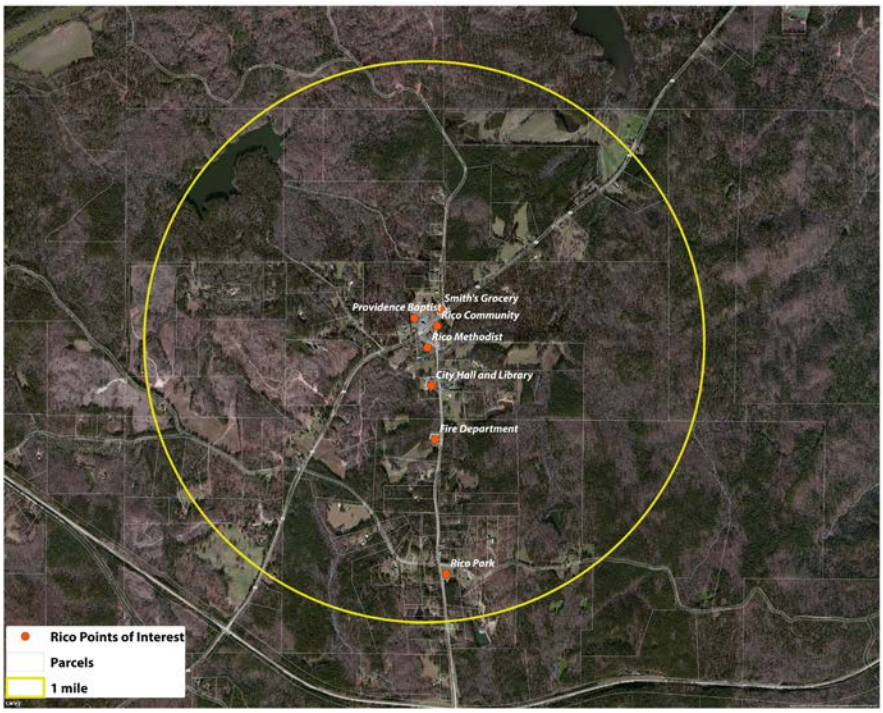
Nancy Green Leigh

Hugh Tyer

Wendy McGhee

Appendix B The Rico Community Plan

Participants completed a mapping exercise that using a map with a circle with a 1-mile radius, centered on the intersection of Campbellton Redwine Road and Rico Road. This circle is referred to below as the "Rico Boundary." The mapping exercise included work to improve this definition of the neighborhood, but the circle is the "Rico Boundary" in the questions below.



1. Where Do You Live?

	Total		Inside Boundary		Outside Boundary	
	Percent	**Count**	Percent	Count	Percent	Count
I live inside the Rico boundary.	**55.56%**	**15**	100.00%	15	0.00%	0
I live outside the Rico boundary.	**44.44%**	**12**	0.00%	0	100.00%	12
Totals	**100%**	**27**	**100%**	**15**	**100%**	**12**

2. Rico Should Accept Additional Residential Development Beyond Existing Zoning Regulations.

	Total		Inside Boundary		Outside Boundary	
	Percent	**Count**	Percent	Count	Percent	Count
I Agree with this Statement.	3.70%	1	6.67%	1	0.00%	0
I Disagree with this Statement.	96.30%	26	93.33%	14	100.00%	12
Totals	**100%**	**27**	**100%**	**15**	**100%**	**12**

3. Rico Should Accept Additional Commercial Development Beyond Existing Zoning Regulations.

	Total		Inside Boundary		Outside Boundary	
	Percent	**Count**	Percent	Count	Percent	Count
I Agree with this Statement.	62.96%	17	53.33%	8	75%	9
I Disagree with this Statement.	37.04%	10	46.67%	7	25%	3
Totals	**100%**	**27**	**100%**	**15**	**100%**	**12**

4. Rico Should Be Developed as the Seat of Government for Chattahoochee Hills.

	Total		Inside Boundary		Outside Boundary	
	Percent	**Count**	Percent	Count	Percent	Count
I Agree with this Statement.	69.23%	18	86.67%	13	45.45%	5
I Disagree with this Statement.	30.77%	8	13.33%	2	54.45%	6
Totals	**100%**	**26**	**100%**	**15**	**100%**	**11**

5. In the next 5 years, I think Rico will look:

	Total		Inside Boundary		Outside Boundary	
	Percent	**Count**	Percent	Count	Percent	Count
About the same as it does now.	74.07%	20	53.33%	8	100.00%	12
New development will gradually appear.	25.93%	7	46.67%	7	0.00%	0
I won't recognize the place.	0.00%	0	0.00%	0	0.00%	0
Totals	**100%**	**27**	**100%**	**15**	**100%**	**12**

6. In the next 5 years, my desire is for Rico to look:

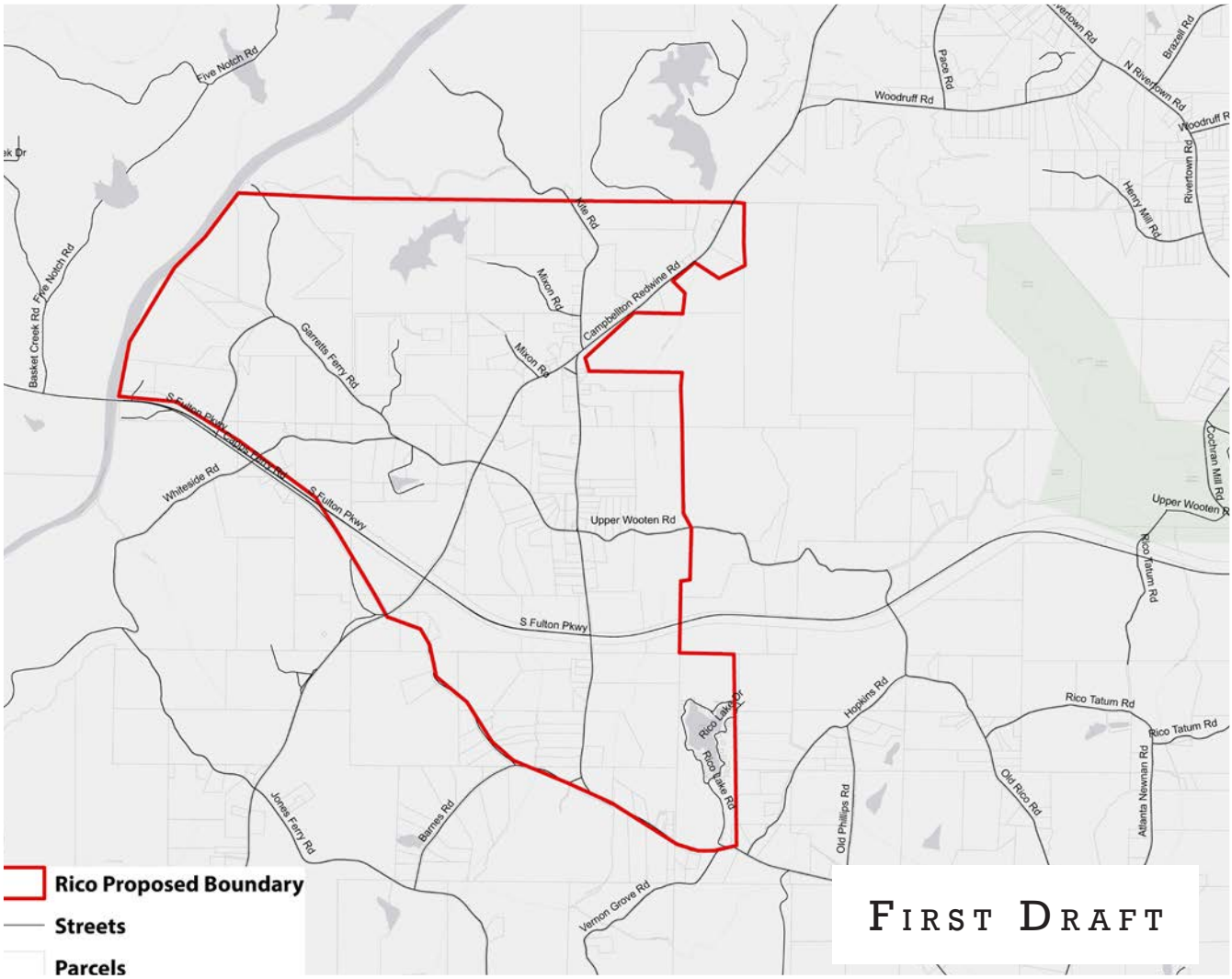
	Total		Inside Boundary		Outside Boundary	
	Percent	**Count**	Percent	Count	Percent	Count
About the same as it does now.	51.85%	14	53.33%	8	50.00%	6
New development will gradually appear.	48.15%	13	46.67%	7	50.00%	6
I won't recognize the place.	0.00%	0	0.00%	0	0.00%	0
Totals	**100%**	**27**	**100%**	**15**	**100%**	**12**

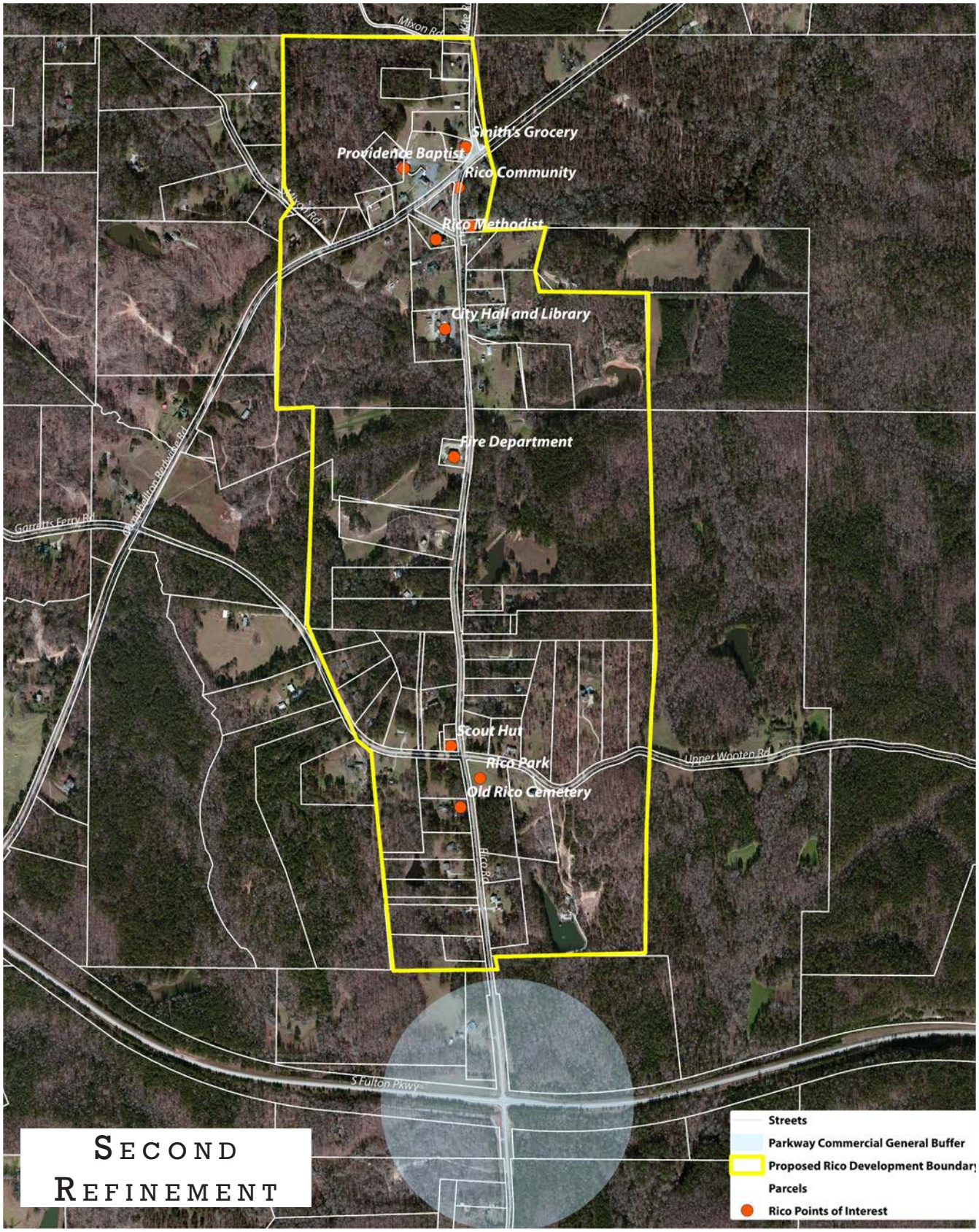
7. Do We Need to Have Additional Meetings to Discuss Future Development in Rico?

	Total		Inside Boundary		Outside Boundary	
	Percent	**Count**	Percent	Count	Percent	Count
Yes	73.08%	19	92.86%	13	50.00%	6
No	26.92%	7	7.14%	1	50.00%	6
Totals	**100%**	**26**	**100%**	**14**	**100%**	**12**

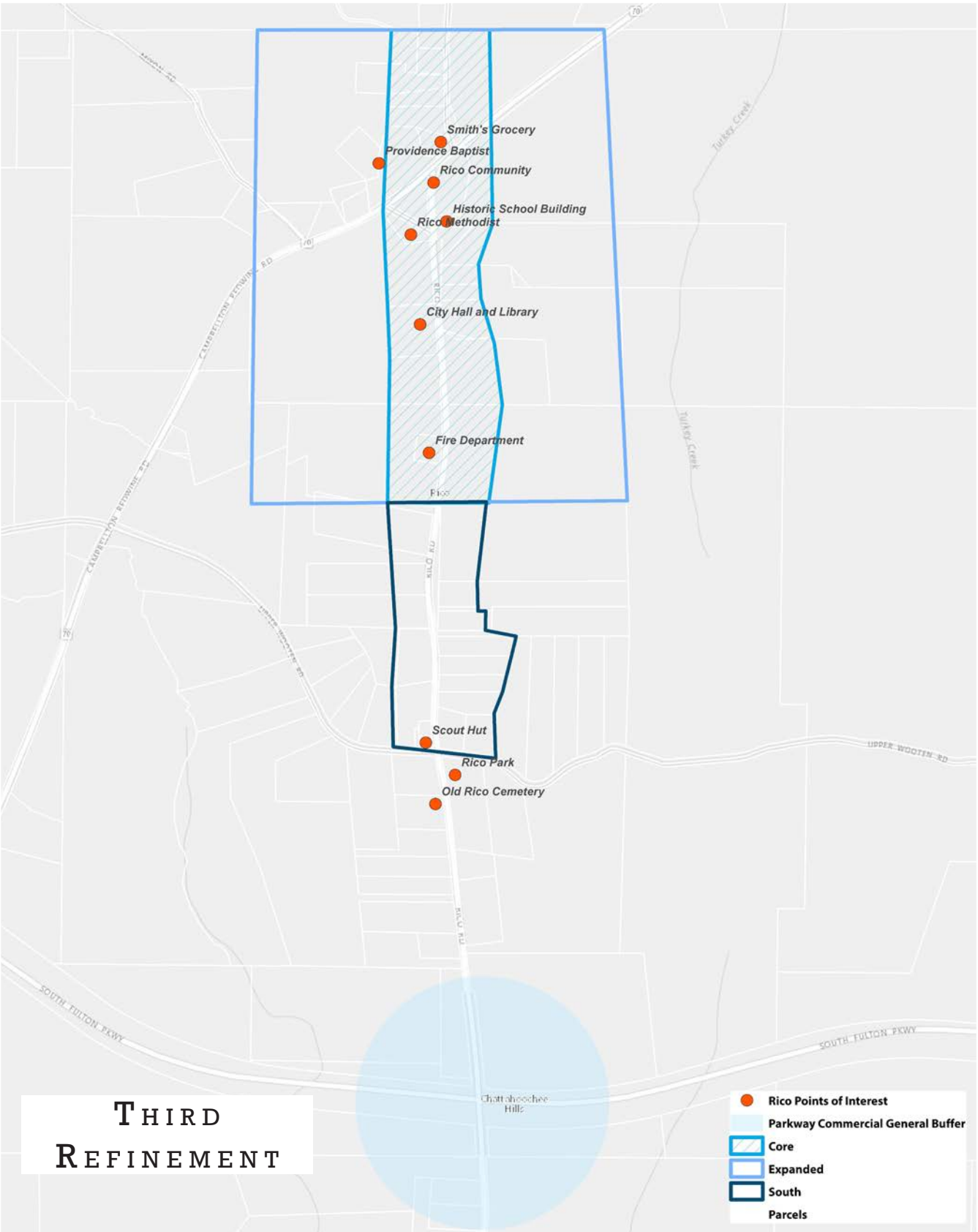
Where is Rico?

Based on feedback from the community, the Rico boundary was revised over subsequent meetings. There was consensus that a smaller boundary was desirable for an area appropriate for redelopment. The third refinement of the Rico boundary identified a core area that was appropriate for a mix of residential and non-residential uses, whereas the south boundary would be primarily residential uses. The expanded boundary identifies a logical area that would allow the footprint of Rico to grow over time, if it where bound by appropriate design guidelines.





SECOND REFINEMENT


Smith's Grocery
Providence Baptist
Rico Community
Historic School Building
Rico Methodist
City Hall and Library
Fire Department
Scout Hut
Rico Park
Old Rico Cemetery
Turkey Creek
UPPER WOOTEN RD
SOUTH FULTON PKWY
Chattahoochee Hills
Third Refinement
Rico Points of Interest
Parkway Commercial General Buffer
Core
Expanded
South
Parcels

An image preference survey gave several potential development examples for various types of infill at different scales of development. Responses were distinguished between individuals who considered themselves to be residents of Rico, and those who lived outside of the community.

local relevance + regional impact

Non-Residential

A. Like
B. Dislike
C. No Opinion

	Responses All	
	Percent	Count
Like	13.33%	4
Dislike	86.67%	26
No Opinion	0.00%	0
Totals	100%	30

	Responses Inside Rico	
	Percent	Count
Like	0.00%	0
Dislike	100.00%	16
No Opinion	0.00%	0
Totals	100%	16

	Responses Outside Rico	
	Percent	Count
Like	28.57%	4
Dislike	71.43%	10
No Opinion	0.00%	0
Totals	100%	14

local relevance + regional impact

Non-Residential

A. Like
B. Dislike
C. No Opinion

	Responses All	
	Percent	Count
Like	13.33%	4
Dislike	86.67%	26
No Opinion	0.00%	0
Totals	100%	30

	Responses Inside Rico	
	Percent	Count
Like	6.25%	1
Dislike	93.75%	15
No Opinion	0.00%	0
Totals	100%	16

	Responses Outside Rico	
	Percent	Count
Like	21.43%	3
Dislike	78.57%	11
No Opinion	0.00%	0
Totals	100%	14

local relevance + regional impact

Non-Residential

A. Like
B. Dislike
C. No Opinion

	Responses All	
	Percent	Count
Like	67.86%	19
Dislike	17.86%	5
No Opinion	14.29%	4
Totals	100%	28

	Responses Inside Rico	
	Percent	Count
Like	66.67%	10
Dislike	20.00%	3
No Opinion	13.33%	2
Totals	100%	15

	Responses Outside Rico	
	Percent	Count
Like	69.23%	9
Dislike	15.38%	2
No Opinion	15.38%	2
Totals	100%	13

local relevance + regional impact

Non-Residential

A. Like
B. Dislike
C. No Opinion

	Responses All	
	Percent	Count
Like	50.00%	14
Dislike	42.86%	12
No Opinion	7.14%	2
Totals	100%	28

	Responses Inside Rico	
	Percent	Count
Like	80.00%	12
Dislike	20.00%	3
No Opinion	0.00%	0
Totals	100%	15

	Responses Outside Rico	
	Percent	Count
Like	15.38%	2
Dislike	69.23%	9
No Opinion	15.38%	2
Totals	100%	13

local relevance + regional impact

Mixed Use/ Flex Space

A. Like

B. Don't Like

C. No Opinion

	Responses All	
	Percent	Count
Like	62.07%	18
Don't Like	31.03%	9
No Opinion	6.90%	2
Totals	**100%**	**29**

	Responses Inside Rico	
	Percent	Count
Like	68.75%	11
Don't Like	25.00%	4
No Opinion	6.25%	1
Totals	**100%**	**16**

	Responses Outside Rico	
	Percent	Count
Like	53.85%	7
Don't Like	38.46%	5
No Opinion	7.69%	1
Totals	**100%**	**13**

local relevance + regional impact

Mixed Use/ Flex Space

A. Like

B. Don't Like

C. No Opinion

	Responses All	
	Percent	Count
Like	73.33%	22
Don't Like	13.33%	4
No Opinion	13.33%	4
Totals	**100%**	**30**

	Responses Inside Rico	
	Percent	Count
Like	87.50%	14
Don't Like	12.50%	2
No Opinion	0.00%	0
Totals	**100%**	**16**

	Responses Outside Rico	
	Percent	Count
Like	57.14%	8
Don't Like	14.29%	2
No Opinion	28.57%	4
Totals	**100%**	**14**

local relevance + regional impact

Mixed Use/ Flex Space

A. Like
B. Don't Like
C. No Opinion

Photo Credit: American Planning Association

	Responses All	
	Percent	Count
Like	78.57%	22
Don't Like	17.86%	5
No Opinion	3.57%	1
Totals	**100%**	**28**

	Responses Inside Rico	
	Percent	Count
Like	80.00%	12
Don't Like	13.33%	2
No Opinion	6.67%	1
Totals	**100%**	**15**

	Responses Outside Rico	
	Percent	Count
Like	76.92%	10
Don't Like	23.08%	3
No Opinion	0.00%	0
Totals	**100%**	**13**

local relevance + regional impact

Mixed Use/ Flex Space

A. Like
B. Don't Like
C. No Opinion

	Responses All	
	Percent	Count
Like	62.96%	17
Don't Like	33.33%	9
No Opinion	3.70%	1
Totals	**100%**	**27**

	Responses Inside Rico	
	Percent	Count
Like	64.29%	9
Don't Like	28.57%	4
No Opinion	7.14%	1
Totals	**100%**	**14**

	Responses Outside Rico	
	Percent	Count
Like	61.54%	8
Don't Like	38.46%	5
No Opinion	0.00%	0
Totals	**100%**	**13**

local relevance + regional impact

Residential

A. Like
B. Dislike
C. No Opinion

	Responses All	
	Percent	Count
Like	14.29%	4
Dislike	85.71%	24
No Opinion	0.00%	0
Totals	100%	28

	Responses Inside Rico	
	Percent	Count
Like	13.33%	2
Dislike	86.67%	13
No Opinion	0.00%	0
Totals	100%	15

	Responses Outside Rico	
	Percent	Count
Like	15.38%	2
Dislike	84.62%	11
No Opinion	0.00%	0
Totals	100%	13

local relevance + regional impact

Residential

A. Like
B. Dislike
C. No Opinion

	Responses All	
	Percent	Count
Like	11.11%	3
Dislike	85.19%	23
No Opinion	3.70%	1
Totals	100%	27

	Responses Inside Rico	
	Percent	Count
Like	0.00%	0
Dislike	100.00%	14
No Opinion	0.00%	0
Totals	100%	14

	Responses Outside Rico	
	Percent	Count
Like	23.08%	3
Dislike	69.23%	9
No Opinion	7.69%	1
Totals	100%	13

local relevance + regional impact

Residential

A. Like
B. Dislike
C. No Opinion

	Responses All	
	Percent	Count
Like	67.86%	19
Dislike	28.57%	8
No Opinion	3.57%	1
Totals	**100%**	**28**

	Responses Inside Rico	
	Percent	Count
Like	66.67%	10
Dislike	26.67%	4
No Opinion	6.67%	1
Totals	**100%**	**15**

	Responses Outside Rico	
	Percent	Count
Like	69.23%	9
Dislike	30.77%	4
No Opinion	0.00%	0
Totals	**100%**	**13**

local relevance + regional impact

Residential

A. Like
B. Don't Like
C. No Opinion

Photo Credit: American Planning Association

	Responses All	
	Percent	Count
Like	37.93%	11
Don't Like	58.62%	17
No Opinion	3.45%	1
Totals	**100%**	**29**

	Responses Inside Rico	
	Percent	Count
Like	26.67%	4
Don't Like	73.33%	11
No Opinion	0.00%	0
Totals	**100%**	**15**

	Responses Outside Rico	
	Percent	Count
Like	50.00%	7
Don't Like	42.86%	6
No Opinion	7.14%	1
Totals	**100%**	**14**

local relevance + regional impact

Residential

A. Like
B. Don't Like
C. No Opinion

	Responses All	
	Percent	Count
Like	82.76%	24
Don't Like	13.79%	4
No Opinion	3.45%	1
Totals	**100%**	**29**

	Responses Inside Rico	
	Percent	Count
Like	80.00%	12
Don't Like	13.33%	2
No Opinion	6.67%	1
Totals	**100%**	**15**

	Responses Outside Rico	
	Percent	Count
Like	85.71%	12
Don't Like	14.29%	2
No Opinion	0.00%	0
Totals	**100%**	**14**

local relevance + regional impact

Residential

A. Like
B. Don't Like
C. No Opinion

	Responses All	
	Percent	Count
Like	46.43%	13
Don't Like	50.00%	14
No Opinion	3.57%	1
Totals	**100%**	**28**

	Responses Inside Rico	
	Percent	Count
Like	50.00%	7
Don't Like	50.00%	7
No Opinion	0.00%	0
Totals	**100%**	**14**

	Responses Outside Rico	
	Percent	Count
Like	42.86%	6
Don't Like	50.00%	7
No Opinion	7.14%	1
Totals	**100%**	**14**

Appendix C

Historic and Cultural Resources Along the South Fulton Scenic Byway

In 1977, The Georgia Department of Transportation Office of Planning designated three roads within the City of Chattahoochee Hills as Georgia Scenic Byways. A Georgia Scenic Byway is any designated highway, street, road, or route which significantly features certain intrinsic qualities, such as scenic, historic, natural, cultural, archeological, and recreational, that should be protected or enhanced.

The South Fulton Scenic Byways represents the triangular-shaped core of the city and is comprised of State Road #70 (Cedar Grove Road, Campbellton Redwine Road) on the west, Cochran Mill Road on the east, and Hutcheson Ferry Road on the south equaling a total length of 29.76 miles. This effort to designate these roadways emerged from community input in the update of the 2010 Fulton County Comprehensive Plan. Through this designation, the loop throughout the rural and pastorals section of the city help protect the green space and community resources along the road.

Students from the Heritage Preservation Master's Degree Program at Georgia State University conducted an inventory and evaluation of the qualities of the Scenic Byways which revealed road sections with tree canopies (containing a mixture of oak hardwoods and pine species), wooded parcels, pasture, farms, scenic vistas, and outcroppings. To help enhance these characteristics of the Scenic Byways, a Corridor Management Plan was created through the Fulton County Public Works Department in 1998 which is carried out by the local government and the members of the Corridor Management Plan Committee.

In fact, to help discourage land use adjacent to the byways property owners in the area developed a land use plan and development standards to protect the rural character and the three main scenic vistas. Both of these were adopted by the Fulton County Board of Commissioners in 2002. The land use plan directs development along three main villages and for the protection of the land through transfer of development rights. Transfer of Development Rights allows landowners to sell development rights from their land to a developer or other interested party who can use these rights to increase the density of development at another designated location. The development standards require a 100 foot natural undisturbed buffer to protect the view from the scenic byways.

In the Fulton County Historic Resources Survey, seventy-eight structures were surveyed along Hutcheson Ferry Road, Cochran Mill Road, and S.R. 70, Campbellton-Redwine Road and Cedar Grove Road. Of these, 55% (42 structures) may be eligible to be placed on the National Register of Historic Places.

Most of the resources surveyed were, or are used as residences (85%). Other resource types include churches, stores, a masonic lodge, and a historic marker. Several outbuildings are along both S.R. 70 and Cochran Mill Road; most notably the barn located north of the CCC marker in Campbellton, the outbuildings of a dairy located where Cedar Grove Road makes a sharp turn south, and the barn at the intersection of Rivertown and Cochran Mill, contribute to the scenic and rural qualities of these roads.

Noted in The Scenic Byways Historic Context Report, Fulton County Environment and Community Development Department, 2007

[1] "Georgia Scenic Byway Program Frequently Asked Questions," (Fulton County Department of Public Works – Transportation Division, 1998), 1.
[2] South Fulton Scenic Byway Corridor Management Plan" (Fulton County Department of Public Works - Transportation Division, 1998) 2.

Historic Land Use and Structures

From the late eighteenth and early centuries during the occupation of the area by the Creek tribes, through the period of white settlement in the 1820s and up until the 1950's, the nutrient rich, loamy soil made farming the primary income producing activity in the City of Chattahoochee Hills. The rolling landscape bears evidence of old plow farming methods and natural hedges. Fences of various materials help provide boundary markers between properties. Although many of the old family farms and plantations are no longer in operation, most are still owned by longtime residents of the area or the descendants of original settlers.

Most of the historic agricultural buildings extant in the area are remnants from the late nineteenth and early twentieth century periods of farming. Today, most of these buildings are used for purposes other than for which they were originally intended, such as for storage or as a garage. In general, they depict vernacular characteristics with their simple frame structures, local constructed, and exhibiting little or no academic style. Common accessory building types include well houses, cattle barns, corncribs, and farmhouses. As part of the farming community, a number of saddlebag (along Cedar Grove Road in Rivertown), single, and double pen houses, used as rental properties for tenant farmers who worked the land of larger property holders can be found throughout the city of Chattahoochee Hills and are important to note. The condition of these agricultural buildings varies considerably.

Use of Structures Along the Scenic Byways	
Use	Number
Single Family	70
Church	6
Store	2
Governmental	1
Business	1
Mill	2
Marker	1
School	2
Lodge	1
Total	86

Jones Yates House - Italianate style house

Redwine Plantation - Plantation Plain style house

Crossroads Communities

Crossroads communities are generally found at the intersection of one or more roads in a rural setting and have the appearance of a small town or village. They usually consist of a nucleus of landmark buildings and businesses such as churches, general stores, and schools, surrounded by outlying residential development. Within the City of Chattahoochee Hills, there are six crossroads communities: Campbellton, Rivertown, Rico, County Line/Redwine, Goodes, and Friendship.

Although each of these communities has its own distinct history, they all share a connectedness due to their close proximity, historic ferry crossings, and through the families and people who helped establish the area and city. A major business that helped facilitate this connectedness was the general store.

A general store worked as a retail business that supplied the local crossroads communities with a variety of goods and services. Because of the rural nature of Chattahoochee Hills, these stores were vernacular (a style of building concerned with function and domestic use), single pen (or one room), frame structures, built during the late nineteenth and early twentieth century. In some cases these commercial buildings also acted as post offices or added gas filling stations. These businesses became a core of the community for local and national information and for social gatherings among its residents. Examples of commercial buildings located near Rico are the Barnes Store (intersection of Rico Road and Campbellton-Redwine Road), Reeves Store (6875 Rico Road), and in Friendship the Cook Caldwell Store (6265 Cochran Mill Road).

The site of the Old Campbell County Courthouse

Mills

There are two culturally and historically significant mills in the city: Wilkerson Mill and Cochran Mill.

Wilkerson Mill represents a type of commercial building associated with industry and manufacturing. Located on Little Bear Creek, off Wilkerson Mill Road, the three-story, timber frame gristmill is the only standing mill in Fulton County. The construction of this building features Greek Revival architectural elements and dates back to 1867. Wilkerson Mill was part of a commercial enterprise that processed local farmer's corn and wheat produce. The building's machinery operated on hydro energy and remained in use until the 1960s. At the time of construction, grist milling was a common and profitable business, not only in Campbell County, but also throughout the region and the state of Georgia.

That is why in 1890 Berry Winn Cochran, Senior built a gristmill, also known as Cochran Mill, powered by an upstream lock and dam on Big Bear Creek. The stone wall and steel frame bridge ruins of the Cochran Mill, located in the now 900 acre, county owned Cochran Mill Park at the intersection of Cochran Mill Road and Upper Wooten Road, are all that remain of the three mills built by the Cochran family during the mid to late nineteenth century along Little and Big Bear Creeks. Cheadle Cochran, the patriarch of the Cochran family, came to Campbell County in the late 1820s and built a lumber mill. His son, Berry, built the gristmill and a third mill on a five-foot dam across the ledge from the second mill. The mill unfortunately burned down in 1974 and a flood in 1994 washed away parts of its foundation.

Homes and Farms

Most of the historic structures that make up the City of Chattahoochee Hills are houses and farmhouses with their accessory buildings or outbuildings. The majority of the city's significant buildings were built in the century between 1880 and 1980. Some of the most prevalent house types include: gabled ell cottages, central hallways, Georgia cottages, bungalows, and ranch houses.

Historic houses in Chattahoochee Hills represent a broad pattern in the area's history. The houses have a wide date range of construction (1830s through the 1960s) and a variety of popular architectural styles. However, many have elements of a style or vernacular interpretation found in historic rural communities throughout Georgia. Those homes associated with families that have played a large role in shaping the political, economic or social life of the community may also qualify for the National Register of Historic Places.

6285 Cochran Mill Road - Craftsman Bungalow

8570 Hearn Road - Linear Ranch

House Types on the Scenic Byways		
Type	Associated Years	Number
Single Pen	1850-1900	0
Double Pen	1870-1930	1
Saddlebag	1830s-1930	0
Central Hall	1830-1930	9
Side-Gabled Cottage	1895-1930	0
Gabled Wing Cottage	1875-1915	5
Georgian Cottage	1850-1890	1
New South Cottage	1890s-1920s	1
Pyramid Cottage	1910-1930	2
Bungalow	1900-1930	4
Plantation Plain House	1820-1850	2
Ranch	1930-1960	13
Split Level	1950s-1970s	0
Total		38

Building Styles on the Scenic Byways		
Style	Associated Years	Number
No Style		38
Greek Revival	1840s-1860s	8
Folk Victorian	1870s-1910s	5
Italianate	1850s-1870s	1
Gothic Revival	1850s-1880s	1
Neoclassical Revival	1890s-1930s	1
English Vernacular	1920s-1930s	1
Craftsman	1910s-1930s	14
Ranch	1930s-1960s	3
Total		72

Community Buildings

Landmark buildings are those structures that have played a central role in the social political or religious development of the area and generally include schools, churches, libraries and meeting or social halls. In the study area, four types of these community landmark buildings are evident.

The first examples are that of meeting or social halls. Rico Lodge, located at 6800 Rico Road, was built sometime in the 1890s and has served as a Masonic meeting hall, a general store and a post office over the years. Another example of a fraternal/ political meeting hall is the Campbellton Lodge No76 F&AM/ Old Campbellton Lodge, which was built in 1848 on the southwest corner of Old highway 92 and Church Road in the Campbellton Community. This lodge represents one of Campbellton's earliest community landmark buildings and it served as a post office, general store and Masonic Lodge.

Other landmark buildings include schools such as the Old Rico School located at 6440 Rico Road. This is one of the last remaining school houses build under the Old Campbell County Government. It was build sometime in the 1880s and is one story with some Greek Revival elements and a hipped roof. Another school located in the Rico community is the New Rico School, right across the street from the Old Rico School at 6505 Rico Road, which was building following the consolidation of Campbell, Milton and Fulton counties in 1932. This building now serves as the City Hall for Chattahoochee Hills. Rico School is a brick masonry veneer school design with neoclassical elements, including recessed porches, brick quoins and a hipped roof.

There are a number of local churches through the city, including Providence Baptist Church in Rico, Campbellton Baptist Church and Campbellton United Methodist Church in Campbellton, New Hope United Methodist Church and Sardis Baptist Church near Goodes, Vernon Grove Church on Vernon Grove Road and Friendship Baptist Church in the Friendship Community. All of these churches were built in the early to mid-twentieth century.

Another important resource is the stone monument located on the site of the old Campbell County Courthouse building at the northeast corner of Cochran Road and Old Highway 92. The monument was jointly erected in 1936 by the Works Progress Administration and United Daughters of the Confederacy to commemorate the lost courthouse building and the reunion of 30 survivors form Company A 21st regiment of Georgia.

Friendship Community - General Store

Rico Community School

Cemeteries

Cemeteries help represent the cultural heritage of Chattahoochee Hills because they give insight to the settlement pattern of the city when it was still a part of Campbell County. They document settlers, founding families and their descendants. They help shed light on the rural life in the community through traditions passed down through generations. And they serve as tangible markers of the historic spatial settlement patterns.

Because of the nature of the cemeteries in a rural community locating them can be difficult consider many were located on family land that may now be overgrown or wooded. Few were ever document and may only be known by locals. And graves marked with fieldstones may have been cleared over the years.

In 2009, the Chattahoochee Hills Historical Society began a project to identify and document all of the cemeteries within the city of Chattahoochee Hills, as well as cemeteries of historical significance in adjoining historic Campbell County. As of March 2010, 34 cemeteries have been identified and recorded on a public website.

Four types of cemeteries predominate: church, community, family and primitive. Church cemeteries dates back to the late 1800s, with the oldest identified as the PIney Woods Primitive Baptist Church Cemetery on Kite Road. Within this cemetery, there are approximately 50 visible graves. Within the City of Chattahoochee Hills, nine church cemeteries have been identified and five are actively supported by churches; four are abandoned.

Cemetery on Campbellton-Redwine Road

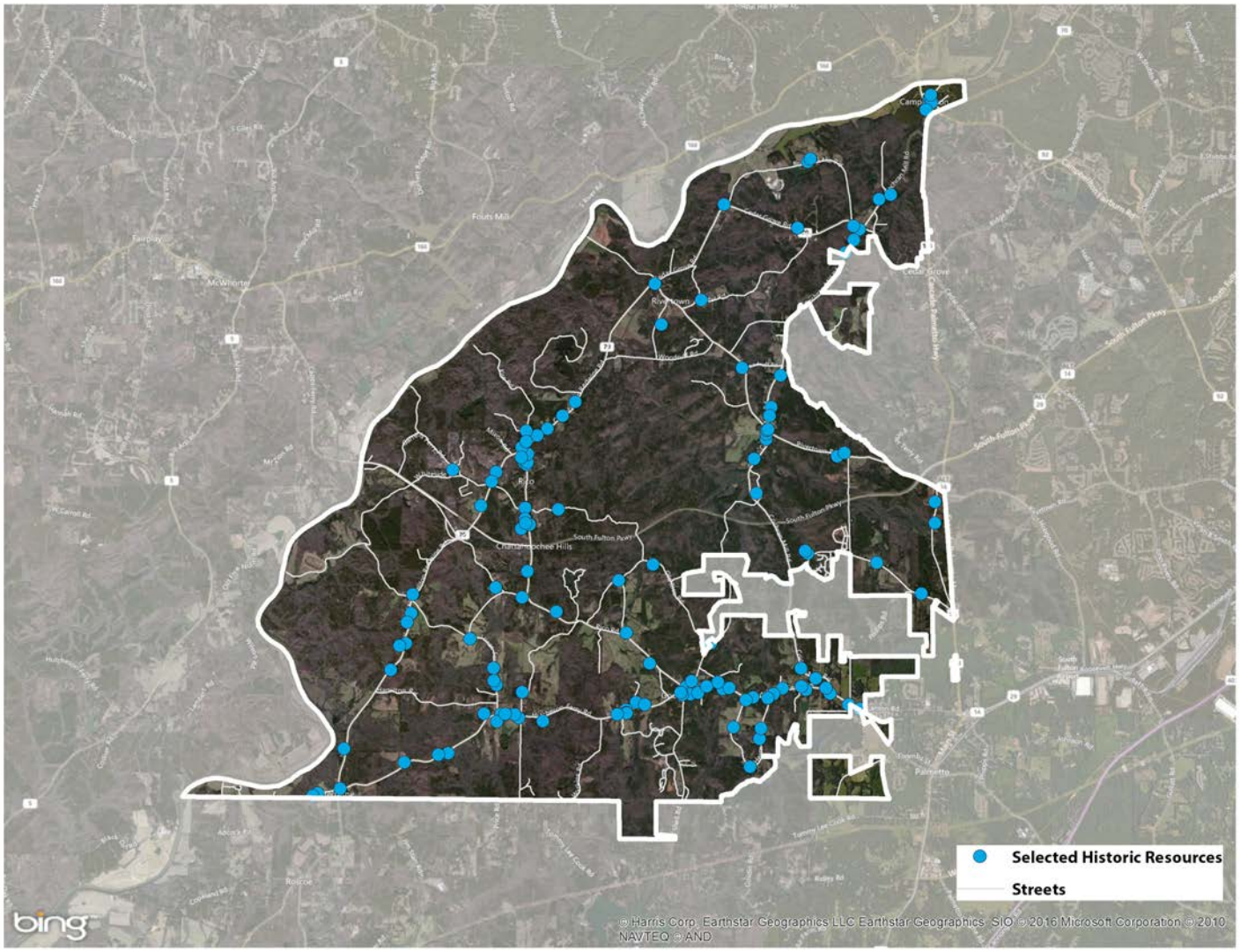
Church Cemeteries
- Andrews Chapel UMC
- Campbellton Baptist Church
- Campbellton United Methodist Church
- Friendship Baptist Church
- Liberty Mill Methodist Church
- Macedonia Church
- New Hope UMC
- Piney Woods Baptist Church
- Rivertown UMC
- Sardis Baptist Church
- St. Paul AME Church
- Verson Grove Baptist Church

Community Cemeteries
- Old Rico Community
- Rico Cemetery
- Tommy Lee Cook Road

Primitive Cemeteries
- Cochran Mill Park

Family Cemeteries
- Astin
- Bryant
- Camp
- Condor
- Duggan
- Jackson
- Lassetter
- Phillips
- Richardson
- Terry-Tanner
- Varner
- Watkins
- Whiteside Road
- Zellars

Cemeteries documented by the Chattahoochoochee Hills Historical Society and recorded at www.chatthillshistory.com/cemeteries.



Selected Historic Resources, City of Chattahoochee Hills, Fulton County, Georgia

Narrative of Select Historic Resources in Historic Communities; Sources Noted				
Campbellton				
Resource Name	Date of Construction	Address	History	Source/ Reference
John Beavers House	1828	8655 Cochran Road	Home of Justice John F. Beavers, one of the first settlers	South Fulton Scenic Byways Historic Context
			"On Monday, April 20, 1829, in the Beavers Home at Campbellton, Judge Walter T. Colquitt, presiding, the first session of the Supreme Court was held."	Douglas County Georgia: From Indian Trail to Interstate 20
			The Beavers House was built about 1828 and faced the town square. The house was probably used for meetings of the Justice of the Inferior and Superior Court and county elections until the courthouse was built.	South Fulton Historical Trail Video
			The John F. Beavers House at 8655 Cochran Road (c. 1828) is an extant example of architecture from the period of early settlement of the county and town. A wood-frame dwelling with a central hallway and Green Revival Elements, the Beavers House was the home of Justice John Fluker Beavers, a Clerk of the inferior Court (later Ordinary Court) and a Campbell County Commissioner. Beavers moved to Fairburn in 1896 and in 1920, the W.F. Lee family purchased the house and farmed the surrounding area until 1970. In 1986, Lance and Talitha Fountain Bought and restored the property. The Beavers House was added to the National Register of Historic Places in 1984. Fulton County purchased for protection purposes the Beavers House and the surrounding 16 acres, including the site of the ferry crossing, in May 2003 with the Georgia Community Greenspace fund.	South Fulton Scenic Byways Historic Context
			John Beavers House - wood frame dwelling with central hallway and Greek revival elements; originally a two-room house with end chimneys facing southwest toward the town of which it was then a part, it was later reoriented so that is main entrance is to the southeast with an added Greek Revival portico, a central hall, as well as a wing that creates a more traditional Southern Image	National Register Listing

Narrative of Select Historic Resources in Historic Communities; Sources Noted				
Campbellton Baptist Church	1900-1909	8660 Campbellton Fairburn Road	In the 1829 records of the "Yellow River Baptist Association" recorded the newly constituted Campbellton Baptist Church being received into the association	Douglas County Georgia: From Indian Trail to Interstate 20
	1898		Campbellton Baptist Church was founded in 1829. The present building constructed in 1898 is located across the street from courthouse square. In 1948, church offices were constructed on the front of the church. A steeple was erected in 1950 and on the right side of the building five Sunday school rooms were added. In 1960, a large construction project on the left side of the church consisted of four Sunday school rooms and a fellowship hall with kitchen. In 1980 vinyl siding was added.	South Fulton Historical Trail Video
			The Campbellton Baptist Church (c. 1900-1909) is located at 8660 Campbellton-Fairburn Road (SR 92); however the front of the building faces the old courthouse square. The congregation was organized in 1829 and the original church site and cemetery, where members of the Austell, Bullard, and Collins families were buried are located just to the north of the Beavers' House. The present structure includes a front steeple, rear addition and large east wing. The original, two story building exhibits no discernible architectural style. It is wood framed with a rectangular plan and moderately pitched front gable roof. The symmetrical, front facade is two rooms wide and has a three-bay plan with a central door and portico with 1/1 double hung windows on each side. The church was originally covered with clapboard siding, however white vinyl siding was added in the 1980s. A cemetery is stationed to the right of the church on a slight downhill.	South Fulton Scenic Byways Historic Context
Campbellton United Methodist Church	1916	8650 Campbellton Fairburn Road	"Quarterly conference records show that the church was organized in 1830, and was in the then LaGrange District of the Georgia Conference, 36 years before the state divided into the North and South Georgia Conferences in 1866."	Douglas County Georgia: From Indian Trail to Interstate 20

Narrative of Select Historic Resources in Historic Communities; Sources Noted				
	1911		Campbellton Methodist Church was organized in 1830. The first church was built in 1850, adjacent to the present church on the presently cemetery plot. It seated more than five hundred persons. After the county seat was moved to Fairburn in 1870, membership drastically decreased. The present sanctuary was built in 1911. The first homemade pews were the wooded slat type. It was said 'you learned to sit down very carefully or run the risk of being pinched.' In the mid-1950s, a major building program began. A two-story Sunday school building was constructed with a fellowship hall, well and pump, and kitchen and gas heaters. In the 1960s, improvements consisted of enclosing the open front area, installing central air and heating, a steeple bell, church office, paved parking and other conveniences, including new replacement of the slatted pews with good, old, solid pews then later with upholstered pews.	South Fulton Historical Trail Video
			The Campbellton Methodist Church (c.1916) is located across the road at 8650 Campbellton Fairburn Road. The present sanctuary stands near where the original church was built in the 1830s. The church is wood frame and sided with white clapboard. It has a rectangular plan and double pitched front-gabled roof. Pyramidal roof-topped towers flank the double door entrance on the symmetrical, three-bay front facade. Each tower has a small louver window on the upper story and a fixed, vertical window with a smaller window above it on the first story. Bot the north and south facades have three centered ribbon windows with a single window on either side. A small path leads to an historic cemetery on the north side of the church where many of the earliest settlers of Campbell County are buried including the Camps , Cochrans, Lathams, Tuggles, and Lees. A number of Confederate and Union War dead were buried here as well.	South Fulton Scenic Byways Historic Context
Campbellton Lodge No. 76	1848	SW Corner of old Hwy 92 and Church Road	One of Campbellton's earliest community landmark buildings. Once served as a post office and general store and used as a masonic lodge	South Fulton Scenic Byways Historic Context

Narrative of Select Historic Resources in Historic Communities; Sources Noted				
			The two-story wooden clapboard Campbellton Masonic Lodge was built in 1848 by F&AM Lodge #76. The furniture was mostly handmade and many of the original furnishings are still in use. In the 1880s, Joe Latham operated a mercantile store and post office on the first floor. In the late 1930s, WPA replaced wrought iron uprights with two front stone corner posts. Following the 1948 Centennial, the first floor was modified. A kitchen and living room were built for lodge functions. There were renovations made in 1977. Meetings are held on the second and fourth Saturdays each month at early candlelight.	South Fulton Historical Trail Video
			On September 4, 1848, the first official meeting of Free and Accepted Masons was held at Campbellton."	Douglas County Georgia: From Indian Trail to Interstate 20
Campbellton Academy	Organized 1829		First School in Campbell County; The Campbellton Academy and many other commercial and domestic buildings, such as the Latham House were either demolished or deteriorated over time.	South Fulton Scenic Byways Historic Context
Latham House	1829, with additions		Greek Revival House in poor condition; According to Fulton County staff, house has been demolished	Georgia Historic Resources Survey
			The Campbellton Academy and many other commercial and domestic buildings, such as the Latham House were either demolished or deteriorated over time	South Fulton Scenic Byways Historic Context
Stone Monument/ Campbell County Courthouse	1936	Old Courthouse Site	In 1936, a granite marker was placed on the old original Campbell County Courthouse site commemorating the courthouse and the annual reunion of Confederate veterans of Company A 21st Georgia Regiment. The courthouse square and site is on present day Church Street off 92 HWY.	South Fulton Historical Trail Video
			In 1835, a two-story brick courthouse was erected on the square. The courthouse at Dahlonega was a prototype of the Campbellton Courthouse. It also housed the sheriff, coroner, surveyor, and the court...About 1912, the courthouse was demolished.	South Fulton Historical Trail Video

Narrative of Select Historic Resources in Historic Communities; Sources Noted				
			The old Campbellton courthouse was sold off in 1875. It fell into ruins and was eventually sold to Robert Cook, a local farmer, in 1912. Cook demolished the building for scrap wood to build outbuildings located on his property at Cedar Grove Road. In 1936, the Works Progress Administration and United Daughters of the Confederacy jointly erected a stone monument on the old courthouse site commemorating both the lost building and the reunion of the thirty survivors from Company A 21st Regiment of Georgia. The confederate veterans from Campbellton gathered there after the Civil War at the bequest of Elizabeth Camp, widow of Lieutenant-Colonel TC Glover. This reunion would service as the inspiration for later gatherings of Confederate and Union veterans during the late nineteenth and early twentieth centuries.	South Fulton Scenic Byways Historic Context
Rico				
Barnes Store	1910-1920	Rico Road at Campbellton Redwine Road	General store and evidence of gas pumps; wood frame; 2 room with full width verandah and a side-gabled roof	South Fulton Scenic Byways Historic Context
Reeves Store	1900-1909	6875 Rico Road	Single dwelling and general store; single story, wood frame gabled ell cottage with partial width front verandah and rear stoop	South Fulton Scenic Byways Historic Context
The Green House	1860-1869	6301 Campbellton Redwine Road	John Barfield, an Irish immigrant, purchased the property site in 1836; sold to the green family in 1881 and sold to J.K. Langley in 1903. The Melears purchased the house in 1955. 1 1/2 story wood frame gabled ell farmhouse; a number of historic agricultural outbuildings found on the property including a barn, smokehouse, corn crib and hay barn.	
	1900-1909	6205 Kite Road	Double pen house	South Fulton Scenic Byways Historic Context
	1930-1939	6390 Kite Road	Bungalow	South Fulton Scenic Byways Historic Context
	1880-1889	6485 Rico Road	Gabled-ell cottage w/craftsman elements	South Fulton Scenic Byways Historic Context

Narrative of Select Historic Resources in Historic Communities; Sources Noted				
Buran-Shannon House	1840-1849	6530 Rico Road	Central hallway type w/ Greek Revival element; wood frame; 3 bayed façade w/ full width front porch supported Doric columns	South Fulton Scenic Byways Historic Context
	1900-1909	6105 Campbellton-Redwine Road	Georgian Cottage	South Fulton Scenic Byways Historic Context
Shell House	1860-1869	6875 Campbellton-Redwine Road	Built by Reverend Stephen P. Shell, charter member of the New Hope Methodist Church and circuit rider; 2 story, plantation plain, wood farm house ; side-gabled roof; 5 bay plan with full width first story verandah; six outbuildings include a shed, well house, chicken coop and three smaller barns	South Fulton Scenic Byways Historic Context
Providence Baptist Church	1919	6402 Campbellton-Redwine Road	Its history traces back to the original Piney Woods Primitive Baptist Church in 1852; rural vernacular church; wood frame with front gabled roof; 5 bay façade with steeply pitched pyramidal roof belfry tower on the right side and small, secondary gable roof on the left side	South Fulton Scenic Byways Historic Context
			In the 1830s, Piney Woods Baptist Church was built about one-half mile from Redwine Road. In 1856, several missionary-minded members constituted Providence Baptist Church and a new framed church was erected. Later a cemetery was started near the church. In the nineteen-teens, a steeple and vestibule were added and later converted into two Sunday school rooms. Three Sunday school rooms were constructed on the rear in 1925. In 1948, more Sunday school rooms were added, the heating system changed, and memorial windows installed. In 1947, the educational building was erected and the sanctuary renovated in 1978.	South Fulton Historical Trail Video
Rico Lodge	1890-1899	6800 Rico Road	Used as a masonic lodge and commercial storefront on the first floor; also a post office; 2 story front gabled roof and full-width 2 story verandah; 3 bay façade with central doorways on both floors	South Fulton Scenic Byways Historic Context

Narrative of Select Historic Resources in Historic Communities; Sources Noted				
			Rico Masonic Lodge #633 was chartered October 30, 1912. On August 12, 1976 the lodge merged with Capitol View Lodge #640 at 6800 Rico Road. The lodge was on the second floor and a store on the first floor. Rico Civic Club was founded in 1938 and was active in road improvements, bridges, and fire protection. Restoration of the old Masonic building was completed in the late 1970s and is used for community events. Boy Scout Troop #7717, with Scout Master Earl Reeves, presently meets in the building.	South Fulton Historical Trail Video
Old Rico School	1880-1889	6440 Rico Road	Last remaining school house built under the old Campbell County government; single story, wood frame with Greek Revival elements and a hipped roof; central hallway plan and 2 rooms deep	South Fulton Scenic Byways Historic Context
			In the early 1900s, the four room, wooden school was constructed across Rico Road from the Methodist Church. Two other small schools were merged into Rico; this building was used until 1933. The Gurley Family acquired the school and converted it into a single-family residence. The house was renovated in 1992-93 with CDBG funds. This building may be the only original remaining Campbell County school building.	South Fulton Historical Trail Video
Rico School	1933	6505 Rico Road	Built following the consolidation of Campbell, Milton and Fulton counties in 1932, elementary classes were moved to this building; brick masonry veneer school designed in an Italian Renaissance Revival style with arched recessed porches, brick quoins and a hipped roof; 5 classrooms	South Fulton Scenic Byways Historic Context
			School was closed in 1980 and is used as City Hall for Chattahoochee Hills today.	
			After the consolidation of Campbell County into Fulton County, a new brick school with seven grades was erected in 1933. Grades 1-7 were taught. A large addition was constructed in 1961. Due to a change in county school policy, the school was closed in June 1980. In the 1980s Fulton County leased the building and purchased it in 1994.	South Fulton Historical Trail Video

Narrative of Select Historic Resources in Historic Communities; Sources Noted				
Rico Methodist Church	1900s		The Rico Methodist Church was founded in 1902. All materials, labor, and cost were either donated or subscribed. The new building was debt free. The building featured a belltower on the right front and a similar room on the left of the church. In 1937, the Rural Electric Administration building brought electricity to Rico and it was installed in the church. In 1950, a kitchen was added. In 1960, a dining hall and restrooms were constructed. Using movable partitions, the dining hall could be converted to Sunday school rooms. Many modern conveniences and improvements were added in the 1970-1980 period.	South Fulton Historical Trail Video
Rivertown (Cross Anchor)				
Jones Yates House	1870-1879	5088 Rivertown Road	William Yates owned it until 1890; 1891 Georgia Loan and Trust assumed title; Purchased by James Jones in 1894; – Italianate style, gabled-ell type; brick quoins; segmental arches over the windows; outbuildings include garage, storage shed, and a well	South Fulton Scenic Byways Historic Context
			The Yates family came to the area about 1837. In the 1870s, W.P. Yates built the two-story Italian Villa on the southeast corner of Rivertown Road at Campellton-Redwine Road. He lost the property in the 1893-95 financial panic. In 1895, Jethro Jones was the high bidder for the property which included a post office, cotton gin, 267 acres of land, and six tenants. Jethro and his son Joseph prospered. A grist mill was added and a one-story brick addition was built on the back of the house. In the 1920s, a second story was added. In the early 1900s, a general store was built on Rivertown Road across the street from the house and Joe Jones operated the store until about 1948.	South Fulton Historical Trail Video

Narrative of Select Historic Resources in Historic Communities; Sources Noted				
			The Yates family came to Cross Anchor from Spartanburg, SC. They had a cotton gin by 1859 and also ran the Post Office. During the panic of 1890's, the Yates lost their land and house. Jethro Jones bought the 187 house and 267 acres in 1894. The Jones ran the cotton gin, post office and leased their land to six tenant farmers. Mr. Jones also operated a general store, the J.A. Jones General merchandise, and a grist mill. The unique Italianate Jones-Yates House, built c. 1870, was the center of the Rivertown Community.	South Fulton Scenic Byways Corridor Management Plan
	1890-1899	10775 cedar grove road	Saddlebag house	South Fulton Scenic Byways Historic Context
	1880-1890	Rivertown road; west of S.R. #70	Saddlebag house	
City Line/ Redwine Plantation				
Redwine Plantation Home	1840	13125 Hutcheson Ferry Road	Daughter of James Hutcheson and John Redwine's married in 1871; farming ceased in 1950s	South Fulton Scenic Byways Historic Context
			Redwine, originally called County Line, was named for the Redwine family that owned most of the land around the intersection of Hutcheson Ferry and Campbellton Redwine Roads, just north of the Coweta County border. James Hutcheson obtained land in Coweta, Carroll and Campbell Counties during the land lotteries. He operated a mill and manufactured well and plow implements in Carroll County. Together with his nephew, they operated the plantation, farmed cotton and corn and ran a general store. A plantation plan house was built in the 1840's at the intersection of Hutcheson Ferry and Campbellton Redwine roads. The Hutcheson Family operated a ferry across the Chattahoochee until the 1950's. The area developed as a cross roads community due to the facilities of the Redwine Plantation. The ferry crossing, the general store, and cotton gin served the farmers and tenant farmers and travelers.	South Fulton Scenic Byways Corridor Management Plan

Narrative of Select Historic Resources in Historic Communities; Sources Noted				
			Redwine Plantation has several outbuilding including a barn, a machine barn, chicken coop and root cellar. The main barn has a distinctive design with a pyramidal roof topped off with a cupola and a weather vane. The barn's design is attributed to P.J. Berkman's, designer of the gardens and club house of Augusta National. Formal boxwood gardens, planted in the 1840's, are located in the front yard.	South Fulton Scenic Byways Corridor Management Plan
			Plantation plain type house w/Greek revival elements; formal boxwood gardens and distinct, cupola-topped barn	South Fulton Scenic Byways Historic Context
			A number of the old commercial and agricultural buildings that once comprised the family's larger holdings are still extant including second general store (1940-1949 one room building); Saddlebag house (1880-1890 tenant farmer housing); Saddlebag house 1900-1909 on Hutcheson Ferry Road); Double-pen house (1920-1929 on Hutcheson Ferry Road)	South Fulton Scenic Byways Historic Context
Phillips House	1840	13175 Hutcheson Ferry Road	Family obtained the land through the 1827 land lottery and were the first operators of the nearby Hutcheson Ferry crossing	South Fulton Scenic Byways Historic Context
			2 attendant agricultural buildings and cemetery also on the property; gabled-ell cottage	
			Located opposite the Hutcheson-Redwine homeplace; gabled ell cottage with rear ell addition; family cemetery containing 10 graves; conveys the New South landscaping through the stone retaining wall and hardwood trees; several outbuildings; l-shaped plan has been altered with the addition of siding and a picture window	National Register Listing
Varner House	1880-1889	8661 Campbellton-Redwine Road		South Fulton Scenic Byways Historic Context

Narrative of Select Historic Resources in Historic Communities; Sources Noted				
			Varner complex contains a residential structure, nonhistoric outbuildings, and a family cemetery; residential structure reputed to contain a log structure beneath the current siding; the cemetery is the most elaborate in the district; the site of a former ferry on the property; an original boat structure is reputed to be intact beneath the waters of the Chattahoochee River	National Register Listing
Goodes				
Old Keith Property	1890-1899	8190 Rico Road	William Keith was the postmaster in 1893	South Fulton Scenic Byways Historic Context
			Gabled ell house located on a large farm with pecan groves, orchards, and horse fields. There are 3 outbuildings on the property including a shed, blacksmith shop, and car garage	South Fulton Scenic Byways Historic Context
			About 1895, George Keith opened a general store on Hutcheson Ferry Road at Atlanta-Newnan Road. Mr. Keith was also the postmaster. The store stocked ladies and men's ware, Ken groceries, household items, Hook cheese, and stick candy for the kids and grown-ups. Also farm-related equipment. The store, as all country general stores of the era, served as a community social center. The store continued until Mr. Keith's death in 1958. Because none of the family were old enough to operate the store, it closed.	South Fulton Historical Trail Video
Keith Property	1910-1919	10395 Hutcheson Ferry Road	1 1/2 story, side gabled bungalow	South Fulton Scenic Byways Historic Context
	1900-1909	10340 Hutcheson Ferry Road	Central hallway house	South Fulton Scenic Byways Historic Context
	1900-1909	10380 Hutcheson Ferry Road	Central Hallway House	South Fulton Scenic Byways Historic Context
	1890-1899	10450 Hutcheson Ferry Road	Central Hallway house	South Fulton Scenic Byways Historic Context
	1910-1919	10500 Hutcheson Ferry Road	Gabled Ell Cottage with 3 outbuildings	South Fulton Scenic Byways Historic Context

Narrative of Select Historic Resources in Historic Communities; Sources Noted				
	1920s	10555 Hutcheson Ferry Road and 8090 Atlanta-Newman Road	Pyramidal Cottage	South Fulton Scenic Byways Historic Context
Old Shell House	1900-1909	Near the intersection with Capps Ferry Road	Gabled ell cottage and chicken coop	South Fulton Scenic Byways Historic Context
Robinson House	1880-1889	10865 Hutcheson Ferry	Home of John Robinson, a farmer who lived in the house until his death	South Fulton Scenic Byways Historic Context
			A 1 story central hallway house with a side gabled roof and 2 story secondary dwelling. A barn and a well house are also on the property.	South Fulton Scenic Byways Historic Context
Wilson House	1850-1859	8475 Hearn Road	Greek Revival Style Plantation Plan House with a symmetrical façade, side gabled roof, and 2 brick masonry gable end chimneys	South Fulton Scenic Byways Historic Context
	1890-1899	9990 Hutcheson Ferry Road and Hearn Road	Double pen house	South Fulton Scenic Byways Historic Context
Barnes House (Now Serenbe Bed and Breakfast)	1905	10950 Hutcheson Ferry Road	New South Cottage	South Fulton Scenic Byways Historic Context
			There is also a pecan grove, barns, and tenant houses on 800 acres worth of land	South Fulton Scenic Byways Historic Context
New Hope United Methodist Church	1937	7875 Atlanta-Newnan Road		South Fulton Scenic Byways Historic Context
	1936		New Hope was founded in 1833 and they met in a log building raised by members. In 1858, the log building was replaced by a larger, farm building near the same site. Sunday school was organized during the Civil War. In 1936, the present sanctuary with three Sunday school rooms were erected across the road from the old building. In 1950, a north wing with kitchen, fellowship hall, and additional Sunday school rooms were constructed. In 1963, a steeple was constructed, the church front modified, and second wing of restrooms and Sunday school rooms were added.	South Fulton Historical Trail Video

Narrative of Select Historic Resources in Historic Communities; Sources Noted				
Sardis Baptist Church	1927	8400 Sardis Road	Vernacular style front gabled structure with a central steeple and a 3 bayed symmetrical façade	South Fulton Scenic Byways Historic Context
			Sardis Baptist Church was established in 1875. The first church building was located in the southeast corner of Hutcheson Ferry Road and Sardis Road. The church was renovated in 1904 and a well dug in 1923. After the old church burned in 1926, a new church was constructed across Sardis Road in 1927. Mr. Peek, a member, supervised construction with volunteer church member labor. The church was debt free when completed. Electric lights were added in 1940. Sunday school rooms and restrooms were added on the back of the church in 1947. Sunday school space became urgent in 1960 and a separate Sunday school building was constructed to the left of the church. Later the Sunday school rooms on the back of the church were replaced with a two-story addition. A fellowship hall, kitchen, nursery, and restrooms were on the first floor. Seven classrooms, choir room, office, pastor's study, and baptistery on the second floor.	South Fulton Historical Trail Video
Friendship				
Cook-Goodes House	1860-1869	6250 Cochran Mill Road	1 1/2 story central hallway house with a side gabled roof. There are 7 outbuildings on the property including storage sheds, metal barn/shed, chicken coop, 2 chicken houses, machinery shed, and wood storage shed	South Fulton Scenic Byways Historic Context
Cook Family Home	1920-1929	6285 Cochran Mill Road	Bungalow	South Fulton Scenic Byways Historic Context
	1880-1889	5950 Cochran Mill Road	Central hallway house with Greek Revival elements, a full-width front porch with a small secondary dwelling and a storage shed on the property. There is a well house and chicken coop across the street.	South Fulton Scenic Byways Historic Context
Cook Caldwell General Store	1890-1899	6265 Cochran Mill Road	Single extant commercial building	South Fulton Scenic Byways Historic Context
			This is a wood frame, 1 room wide and deep building with a 3 bayed symmetrical front façade with 2 windows flanking a central doorway and a full-width porch with pent roof	South Fulton Scenic Byways Historic Context

Narrative of Select Historic Resources in Historic Communities; Sources Noted				
	1900s		In the early 1900s Homer H. Cook built a general store on the southwest corner of Cochran Mill Road at Rivertown Road. He operated the store until his death in 1954. Mr. Cook's sister, Mrs. Jewel Caldwell, continued operation of the store until her death.	South Fulton Historical Trail Video
Friendship Baptist Church	1940	6090 Cochran Mill Road	Congregation dates to 1877	South Fulton Scenic Byways Historic Context
			1 story, full-height, triangular front gabled porch with an oculus window in the pediment and 4 columns with a historic cemetery on the property	South Fulton Scenic Byways Historic Context
	1942		Friendship Baptist Church was organized in 1876 with thirteen members. The congregation first met in a schoolhouse. In 1880, a wooden church building was constructed south of the school on Cochran Mill Road. The present granite building with stained glass windows was constructed in 1942. The pews were transferred from the old sanctuary; the old wooden building next door was demolished. The building received a face life in the early 50s. A rose window was installed and the porch with large white columns and elevated steps were constructed. In the early 1960s, an educational building was erected at the rear. A new building with a baptistery, fellowship hall, and restrooms were constructed in 1980.	South Fulton Historical Trail Video
Cochran Mill	1890	Cochran Mill Park	The park consists of 900 acres and within the park are the stone wall and steel frame bridge that are all that remain of the 3 mills built by the Cochran family	South Fulton Scenic Byways Historic Context
			Cheadle Cochran came to the county during the late 1820s and built a lumber mill on Little Bear Creek. He became a state senator from 1822 to 1837 and was the main proponent of establishing rural mail routes throughout Georgia. His son built a gristmill and built the third mill on a five-foot damn across the ledge from the second mill. in 1903, Berry Cochran, Jr. attached a small generator plant to the mill and supplied electricity to Palmetto from 1909 until 1918.	South Fulton Scenic Byways Historic Context

Narrative of Select Historic Resources in Historic Communities; Sources Noted				
	1840s		Cochran Mill Park was established in 1967 by Fulton County. It embraces 800 acres of woodlands, wetlands, recreation, and six miles of scenic trails that wind all over the woodlands and wetlands of Big Bear and Little Bear Creeks. It is believed Teetle Cochran built the grist mill on Little Bear Creek in the 1840s. Upon Teetle's death in 1854, son Owen took over the mill and operated it until his death. The mill operated almost continuously until it closed in the 1960s. After the mill closed in the late 1960s, vandals began destroying the building and dynamited the dam. Presently all that is left of the mill are the two stone pillars that supported the large water wheel. One of the Cochran brothers, Barry Cochran, built a grist mill on the north side of Big Bear Creek in 1870. It can be reached by a half-mile trail from the Owen Cochran Mill. The mill ground corn and wheat.	South Fulton Historical Trail Video
			Throughout the life of the mill, the mill pond above the dam was also a mecca for swimming recreation. A wooden bridge some fifty feet above the dam served as a swimming platform. Friendship Baptist Church used the mill pond in the summer to baptize converts. The creek at this point cascaded down some seventy-feet over a granite spill-way to a pool below. The water slide became famous throughout the community. The granite surface below the dam resembles a two-step slide, both steps about thirty-five feet in length. The first gently curved to a steeper decline about fifteen feet and leveled off. Then a second slope of about twenty-five feet and a steeper curve into the pool at the base of the granite. The second slope was the favorite. The swimmer positioned himself in the stream of water running over the slope and a wild ride to the pool below.	South Fulton Historical Trail Video

Narrative of Select Historic Resources in Historic Communities; Sources Noted				
			About 1939, another dam was constructed several hundred feet below the original dam. The mill was completely surrounded by water and was demolished by vandals in 1972. A pavilion was built in the center of the man-made lake and it too was later demolished. In 1967, Fulton County purchased the mill as part of Cochran Mill Park.	South Fulton Historical Trail Video
Wilkerson Mill	1867	9595 Wilkerson Mill Road	Intact gristmill and the only standing mill in Fulton County.	South Fulton Scenic Byways Historic Context
			The earliest recording account of the structure is from a deed, dated 1870, that conveys a half interest in the mill business and seven acres of land from William S. Mosely to William Wilkerson. The mill and its machinery were updated at the turn of the century by Mr. W.F. Bearden and later sold to the Denton Family in the early 1900s. The Dentons operated Wilkerson Mill for most of the twentieth century until they were forced to sell the property following the elder Denton's death in the 1960s.	South Fulton Scenic Byways Historic Context
			The mill is 3 stories in height, has minimal Greek Revival elements and is constructed of heavy hewn-frame beams with unpainted, weatherboard siding. It has front gabled roof with incomplete gable returns.	
The Denton Family Home	1920-1929	Located up a small path, closer to the road at 9595 Wilkerson Mill Road	A multi-gabled craftsman bungalow house	South Fulton Scenic Byways Historic Context
			The property's current owners operate a nursery named Wilkerson Mill Gardens out of the old Denton home	South Fulton Scenic Byways Historic Context

Appendix C was compiled, revised and updated by Dana De Lessio while working on her Masters Degree in Heritage Preservation at Georgia State University as an intern for the Atlanta Regional Commission.

Appendix D Regional Review of the Comprehensive Plan Update

Pursuant to the Georgia Department of Community Affairs, Minimum Standards and Procedures for Local Comprehensive Planning (Chapter 110-12-1), once the Regional Commission has accepted the plan for review, it shall immediately notify interested parties - including local governments - of the availability of the plan for review and comment. The follow comments were received and addressed.

From Coweta County:
The city's *Preferred Agricultural and Rural Residential* and *Mixed-Use Hamlet* character areas are adjacent to unincorporated area of Coweta where the Coweta County Future Land Use Map 2016-2036 recommends single family residential or conservation/ agricultural/ forestry land uses. The city's intergovernmental policy guidance is specific to appropriate location for business, such as would be the case when development of regional impact review is warranted. However, neighborhood scale business is a permitted use for the Mixed- Use Hamlet; perhaps the city would consider buffering between development in the hamlet and adjacent land uses in the unincorporated county as this becomes appropriate to the circumstance.

Response:
The Chattahoochee Hills Zoning Ordinance (Table 2.3.3 Buffer Standards) requires buffers for the Mixed Use Hamlet with an average width of 300 feet and a minimum width of 150 feet. There is no maximum width for the buffer around a Mixed Use Hamlet.

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Chattahoochee Hills

ATLANTA REGIONAL COMMISSION