



City of  
**Ball Ground**  
Georgia

**Master Plan**  
September 28, 2007



# City of Ball Ground Georgia

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## City of Ball Ground Master Plan

Submittal Date:  
September 28, 2007

Charrette Date:  
August 13-16, 2007

Client:  
City of Ball Ground, Georgia

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Ball Ground Charrette Mission Statement

The mission of the Ball Ground Charrette is to develop a master plan and architectural code for the City of Ball Ground that will foster the well-being of its residents, enhance economic development, promote the restoration and reconstruction of the town center, establish the preservation of green space, protect the individual identity of the town, and define Ball Ground as the preeminent green street town in metropolitan Atlanta.



# Introduction

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## The Charrette Process

A charrette is an intensive, multi-disciplinary design workshop intended to bring together all parties that have an interest in a particular design problem. In architecture and urban planning, most charrettes are multi-day events held on or near the proposed construction site.

Charrettes draw together a variety of professionals, architects, urban planners, developers, city engineers, and county staff to produce a comprehensive master plan that can serve as a blueprint for a revitalized town. Informed by the local business community, civic groups, citizens, and local elected officials, the plan is a co-creation of the community. By including all interested people at this stage of the project, problems can be identified early in the design process and conflicts can be resolved quickly to everyone's satisfaction.

The final product of a charrette is a comprehensive document that serves as a complete guide for the re-development effort. The work benefits from as wide an array of individuals as can reasonably be assembled, and the sum of this involvement gives the town the best chance to be a success economically, socially, and aesthetically.

Typically, once the charrette document is delivered, it is reviewed by the City Council and an implementation plan is put into place. This typically involves the formation of a community task force with representatives of the citizenry, business community, and government all focused on the implementation of the charrette findings and guidelines. The task force also establishes realistic timelines and goals, as well as promotes the project to the public and development community. Usually, the City Council will enact zoning or other land use plans that compliment and support this master plan, and establish an enforceable architectural code. The city is encouraged to pursue funding opportunities such as TAD or LCI grants, and planning tools such as transfer of development rights. The city can also seek help from various organizations that have its best interest at heart such as the Livable Communities Coalition. Such groups can provide invaluable assistance in most aspects of implementing a quality development.

### Fundamental Elements of New Urbanism

The fundamental elements of true urbanism are the neighborhood, the district, and the corridor. Neighborhoods are urbanized areas having a balanced range of human activity. Districts are urbanized areas organized around a predominant activity. Corridors are linear systems of transportation or green space which connect or isolate the neighborhoods and districts. Neighborhoods, districts, and corridors are complex urban elements. Suburbia, in contrast, is the result of simplified “zoning” concepts that segregate activities into enclaves. It is composed of “residential subdivisions,” “shopping centers,” “office parks,” and “open space.”

#### The Neighborhood:

The neighborhood can aggregate with other neighborhoods to form cities and towns, while a single neighborhood, isolated in the landscape, is a village. The nomenclature may vary, but there is a general agreement regarding the composition of the neighborhood. The Neighborhood Unit of the 1929 New York Regional Plan, the Quartier identified by Leon Krier, the Traditional Neighborhood Development (TND), and the Transit Orientated Development (TOD) all share similar attributes: The neighborhood has a center and an edge. The combination of a focus and a limit contribute to the social identity of the community. Both are important, but the center is essential. It is usually a public space, which may be a square, a green, or an important street intersection. It is located near the geographic center of the urbanized area unless compelled by a geographic circumstance to be elsewhere. Eccentric locations may be justified by a shoreline, a transportation corridor, or a promontory creating a view. The center is the locus of the civic buildings. Commercial buildings such as shops and workplaces are usually associated with the center of the village. However, in the aggregations of neighborhoods which create towns and cities, commercial buildings are often at the edge, where they can intensify by combining with those of other neighborhoods. The edge of a neighborhood varies in character. In villages, the edge is usually defined by land reserved for cultivation or conservation in a natural state. In urban areas, the neighborhood edge is often defined by boulevards or parkways. The neighborhood has a balanced mix of activities: shopping, work, schooling, recreation, and dwellings of all types. This arrangement is particularly useful for those young, old, and poor people who cannot depend on the automobile for mobility. The housing stock of the neighborhood serves a range of incomes. Affordable housing types include backyard cottages, apartments above shops, and rowhouses. There should also be

expensive houses to attract those most able to contribute time and wealth to civic causes. The optimal size of a neighborhood is a quarter-mile from center to edge. This distance is the equivalent of a five-minute walk at an easy pace. The limited area gathers the residents within walking distance of many daily needs, including transit, which is ideally placed at a central node in conjunction with convenience retail. The location of a transit stop within walking distance of a predictable population substantially increases the likelihood of its use. Transit-oriented neighborhoods create a regional network of villages, towns, and cities accessible to a population without singular reliance on cars. Such an aggregation can provide major cultural and social institutions, a variety of shopping, and the kind of broad job base that can only be supported by the substantial population of many neighborhoods. Neighborhood streets of varying types are detailed to provide equitability for the pedestrian, the bicycle, and the automobile. The concurrent provision of sidewalks, street trees, and on-street parking slows the automobile and increases pedestrian activity, encouraging the casual meetings that form the bonds of community. Neighborhood streets are laid out to create efficient blocks for building sites and to shorten pedestrian routes. A fine network of streets and roads provides multiple routes that diffuse traffic. This pattern keeps the local traffic away from the long-range corridors. The neighborhood gives priority to the creation of public space and to the appropriate location of civic buildings. Private buildings form a disciplined edge delineating the public spaces and the private block interior. Useful public spaces such as formal squares, informal parks, and small playgrounds provide places for gathering and recreation. Honorific sites are reserved for public buildings which reinforce the civic spirit of the community and provide places of assembly for educational, social, cultural, and religious activities.

#### District:

The district is an urbanized area that is functionally specialized. Typical examples are theater districts, capitol areas, and college and sports campuses. Other districts accommodate large scale transportation or manufacturing uses, such as airports, container terminals, and refineries. Although districts preclude the full range of activities of a neighborhood, they are not always the single-activity zones of suburbia. A district allows multiple activities to support its primary identity. The structure of the district parallels that of its neighborhood: an identifiable focus encourages orientation and identity, and clear boundaries facilitate the formation of special taxing or

management organizations. Like the neighborhood, attention to the character of the public space reinforces the community of recurrent users, which encourages the pedestrian, supports transit viability, and ensures security. Districts benefit from transit systems, and should be located within a regional network.

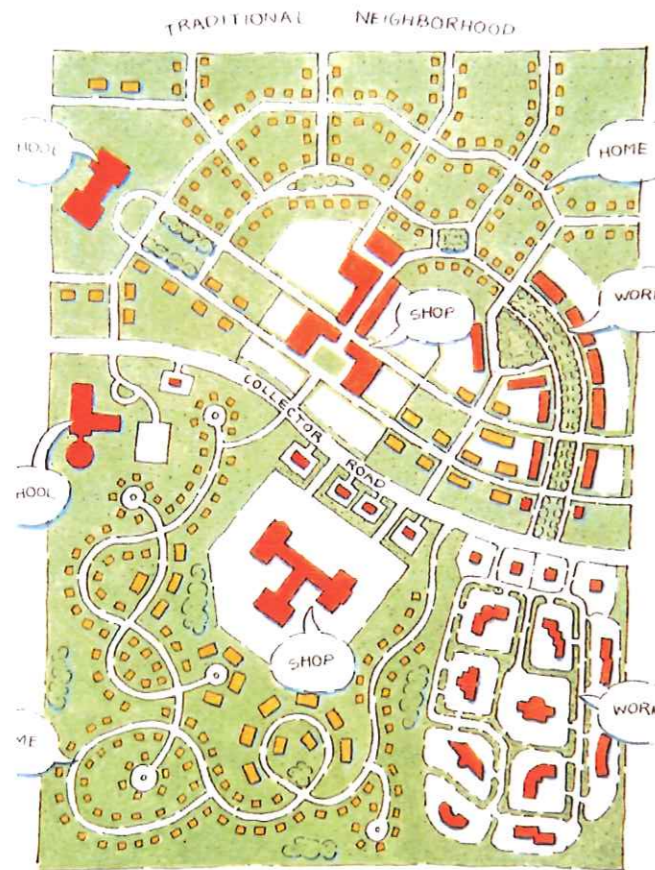
#### The Corridor:

The corridor is the connector or the isolator of neighborhoods and districts. Corridors are composed of natural and technical components ranging from wildlife trails to rail lines. The corridor is not the haphazard residual “open space” buffering the enclaves of suburbia, but a proactive civic element characterized by its continuity. It is defined by the boundaries of neighborhoods and districts and provides entry to them. The trajectory of a transportation corridor is determined by its intensity. Highways and heavy rail corridors should remain tangent to towns and cities and enter only the industrial districts. Light rail corridors and buses may be incorporated into the boulevards at the edges of neighborhoods. As such, they are detailed for pedestrian use and accommodate building sites. Bus corridors may pass into neighborhood centers on small conventional streets. Green corridors or greenways can be formed by the systematic accretion of recreational open spaces, such as parks, playing fields, schoolyards, and golf courses. These continuous natural spaces should gradually flow to the rural edges, connecting the regional ecosystem. The transportation lines may be located within continuous parkways, combining both types of corridor and providing long-distance walking and biking trails.

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# Introduction

## Patterns of Urban Development



There are two patterns of urbanism in North America: the Traditional Neighborhood, which was the model from the first settlements to World War II, and Suburban Sprawl, which has been the model since then. They are similar in their initial capacity to accommodate people and their activities; the principal difference is that Suburban Sprawl contains environmental, social, and economic deficiencies which inevitably choke sustained growth. The Traditional Neighborhood has many physical, social and economic attributes that do not exist in suburbia.

The Neighborhood is a comprehensive planning increment: when clustered with others, it becomes a town; when standing free in the landscape, it becomes a village. The Neighborhood varies in population and density to accommodate localized conditions.

The Traditional Neighborhood Has Several Positive Consequences:

By bringing most of the activities of daily living into walking distance, everyone (especially the elderly and the young) gains independence of movement.

By reducing the number and length of automobile trips, traffic congestion is minimized, the expenses of road construction are limited, and air pollution is reduced.

By providing walkable streets and squares of comfortable scale with defined spatial quality, neighbors can come to know each other and to watch over their collective security.

By providing appropriate building concentrations at easy walking distances from bus stops, public transit becomes a viable alternative to the automobile.

By providing a full range of housing types and work places, age and economic classes are integrated and the bonds of an authentic community are formed. Even affordable housing occurs naturally and in a highly integrated manner. The affordable housing looks like the market-rate housing, using similar exterior materials, windows, and building forms. Affordable housing is not segregated and is never clustered in large numbers. Housing can be provided above retail establishments. This type of dwelling can be provided for the cost of construction alone, because the cost of land can be assigned to the retail component of the building.

By providing suitable civic buildings and spaces, democratic initiatives are encouraged and the balanced evolution of society is facilitated.

The social and environmental benefits of a New Urbanist community, or Traditional Neighborhood Development (TND) results from certain physical and organizational

characteristics. An authentic Neighborhood includes most of the following:

1. That development should preserve sensitive natural and cultural areas as permanent open space;
2. That the basic increment of development should be the walkable, diverse pedestrian shed, forming a neighborhood;
3. That each neighborhood should have a discernible center to serve as a community gathering place. This center would also contain a transit stop;
4. That the pedestrian shed be a five or ten minute walk to the neighborhood center such that pedestrians may have access to transit. This distance averages one-quarter of a mile;
5. That there should be shops within, or in proximity to, the neighborhood, sufficiently varied to satisfy ordinary daily household needs. A convenience store is the most important among them <sup>1</sup>;
6. That the neighborhood should incorporate a variety of places to work, including those that enables work at the dwelling;
7. That each neighborhood should incorporate a variety of dwelling types, such that younger and older persons, single households and families may be housed;
8. That each dwelling should be permitted to have an ancillary unit for use as a rental apartment<sup>2</sup>;
9. That an elementary school should be available, or a site reserved, within one mile of most dwellings;
10. That there are small playgrounds quite near every dwelling, not more than one-eighth of a mile<sup>3</sup>;
11. That thoroughfares within the neighborhood be a network, connecting wherever possible to adjacent thoroughfares in order to provide a variety of itineraries and disperse traffic;
12. That thoroughfares should be designed to slow traffic, creating an environment appropriate for pedestrians and bicyclists as well as automobiles;
13. That building frontages should collectively support pedestrian streetscapes and mask most parking lot.
14. That certain prominent sites are reserved for civic buildings. Buildings for meeting, education, religion, or culture are located at the termination of street vistas or at the Neighborhood center.

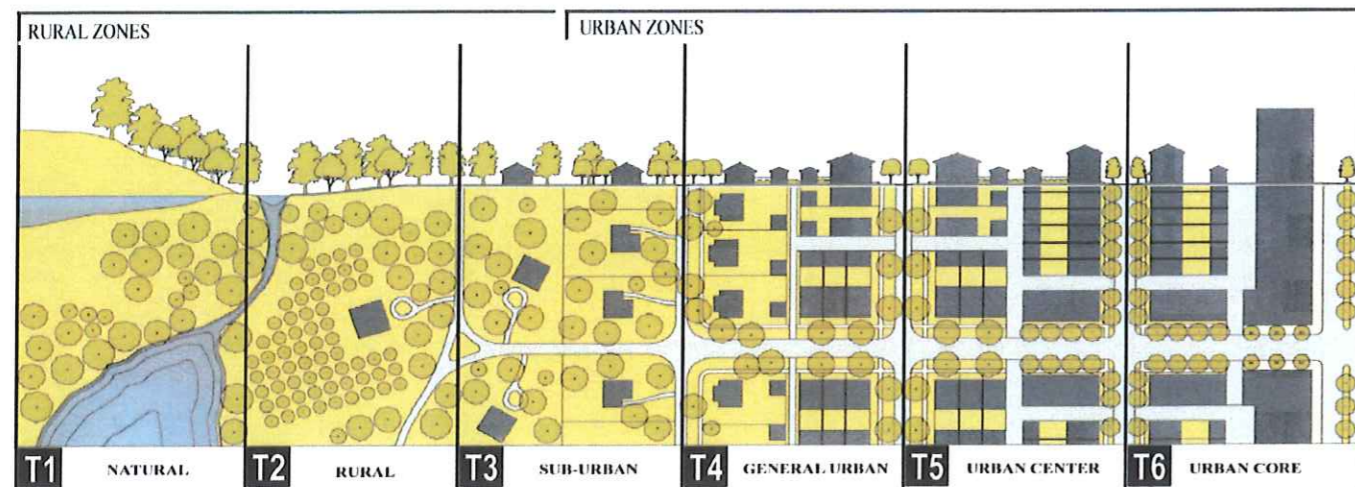
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<sup>1</sup> In the case of Ball Ground, a Town Market is provided in lieu of a Convenience Store.

<sup>2</sup> Each dwelling unit that is owner occupied would be permitted to have an ancillary unit for use as a rental apartment.

<sup>3</sup> Playgrounds are provided every ¼ mile in Ball Ground.

### The Transect



The Transect, in its origins (Von Humboldt 1790), is a geographical cross-section of a region used to reveal a sequence of environments. Originally, it was used to analyze natural ecologies, showing varying characteristics through different zones such as shores, wetlands, plains, and uplands. For human environments, this cross-section can be used to identify a set of habitats that vary by their level and intensity of urban character, a continuum that ranges from rural to urban. In Transect planning, this range of environments is the basis for organizing the components of the built world: building, lot, land use, street, and all other physical elements of the human habitat.

One of the key objectives of transect planning is creation of immersive environments. Successful immersive environments are based on the selection and arrangement of all the components that contribute to a particular type of environment. Each environment, or Transect Zone, is comprised of elements that support and intensify its locational character. Through the Transect, planners are able to specify different urban contexts that have the function and intensity appropriate to their locations.

For instance, a farmhouse would not contribute to the immersive quality of an urban core, whereas a high-rise apartment building would. Wide streets and open swales find a place on the Transect in more rural areas while narrow streets and curbs are appropriate for urban areas. Based on local practices, most elements can be locally calibrated to contribute to the regional and vernacular character of a given

environment. The continuum of the Transect, when subdivided, lends itself to the creation of zoning categories. Six have been identified. These Transect zones (T-zones) display more-or-less fixed identifiable characteristics, from the most rural and natural environment (T-1) to the most urban environment (T-6). The standards specified by the zoning categories overlap, reflecting the successional ecozones of natural and human communities.

The Transect is evident in two ways: (1) it exists in place and (2) it evolves over time. Yet, the evolution of communities over time is the unforeseen element in urbanism. A hamlet may evolve into a village and then into a town, its T-zones increasing in density and intensity over a period of many years.

The Transect Zones impose the discipline of the distribution of densities and building types throughout the plan. They also create a high degree of flexibility as several building types can be applied in every Transect Zone. The Regulating Plan also shows the form and location of public open spaces.

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### Town History

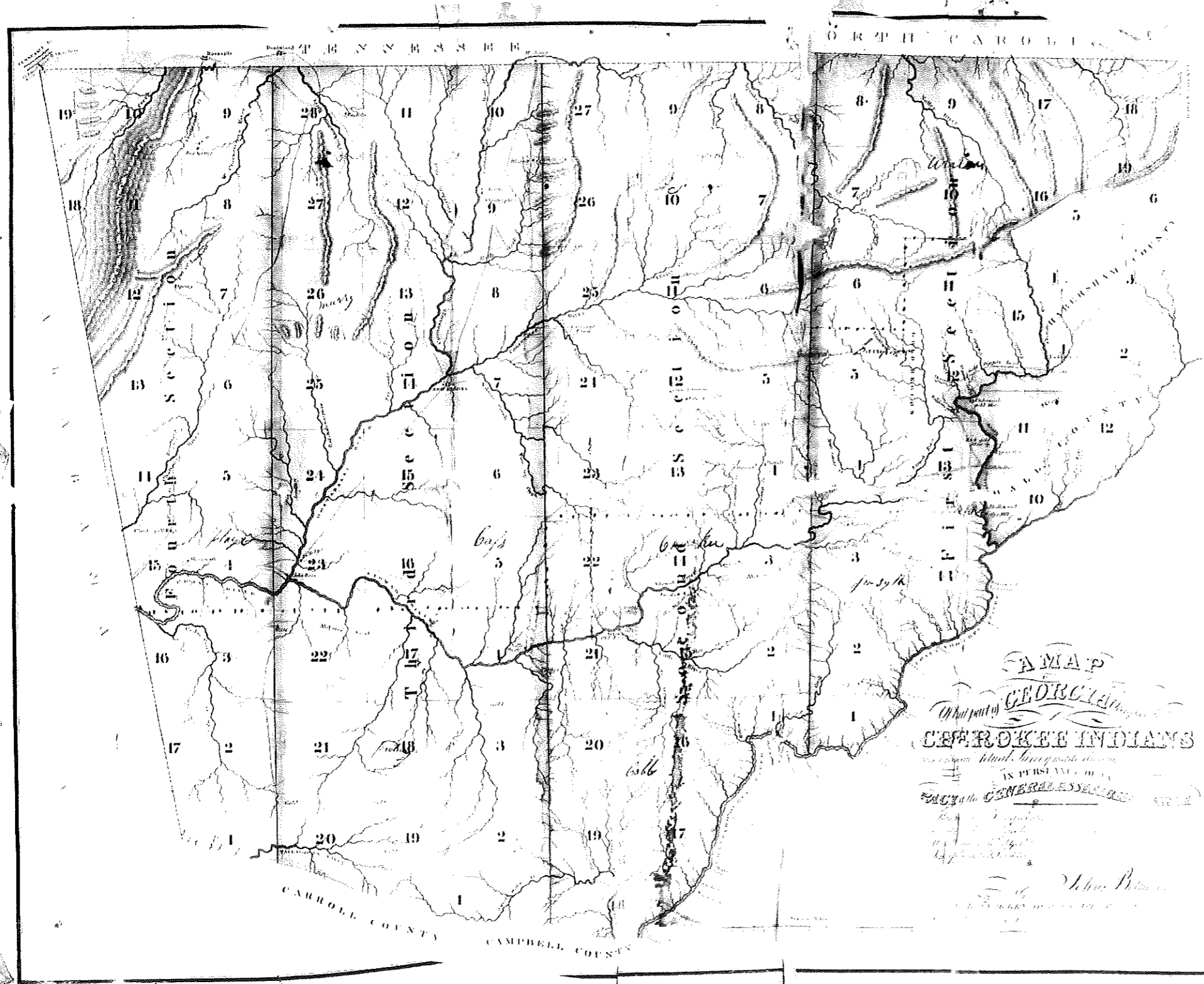
The land near present day Ball Ground has long been associated with its Cherokee past. The name refers to the Cherokee playing fields in the area. Their game, similar to lacrosse--in fact, most likely a direct ancestor of the modern sport--required large, flat playing fields, and the land around Ball Ground fit that requirement, providing the primarily mountainous Cherokee with a perfect venue for their athletics.

Using the grounds for play, however, came at a price. The Cherokee and the Creek Indians were engaged in a prolonged struggle for supremacy in North Georgia, Alabama, Tennessee, and the Carolinas. Their century-long war was marked by steady Creek losses to the emerging Cherokee Nation and came to an end at the decisive Battle of Taliwa of 1755, fought on the same flat ground that is the hallmark of the game fields. The battle occurred at the confluence of the Etowah River and Long-Swamp Creek, about two and half miles from Ball Ground. At the battle, the great Cherokee War Chief Oconostota and 500 warriors defeated a larger Creek army and drove the Creek Indians south of the Chatahoochee River, thereby relinquishing all of north Georgia to the Cherokee. Oconostota was heralded as the Great Warrior of Echota (Echota being the capital of the Cherokee Nation) and went on to become the most influential man in the Cherokee Nation.

For the next 80 years, the Cherokee maintained an uneasy relationship with their white neighbors to the east. In 1802, Georgia entered into an agreement with the federal government to remove all Indians from its western territory. While other tribes were relocated, the removal of the Cherokee was never undertaken partly because the Cherokee were seen as the most advanced of the native peoples. Sequoyah perfected the Cherokee alphabet, and in 1827, long-time chief John Ross wrote a national constitution. Even so, there was growing pressure by white settlers to remove the Cherokee from north Georgia, and the matter came into sharp focus by the unexpected discovery of gold near Dahlonega in 1828.

Cherokee County estimates that 3,000 men were digging for gold in Indian territory by 1830. The Georgia Gold Rush had arrived, and present day Cherokee County was in the

*A north Georgia map dating from 1831 indicating the extent of Cherokee lands. This land was constituted as Cherokee County by an act of the Georgia General Assembly on December 26, 1831.*

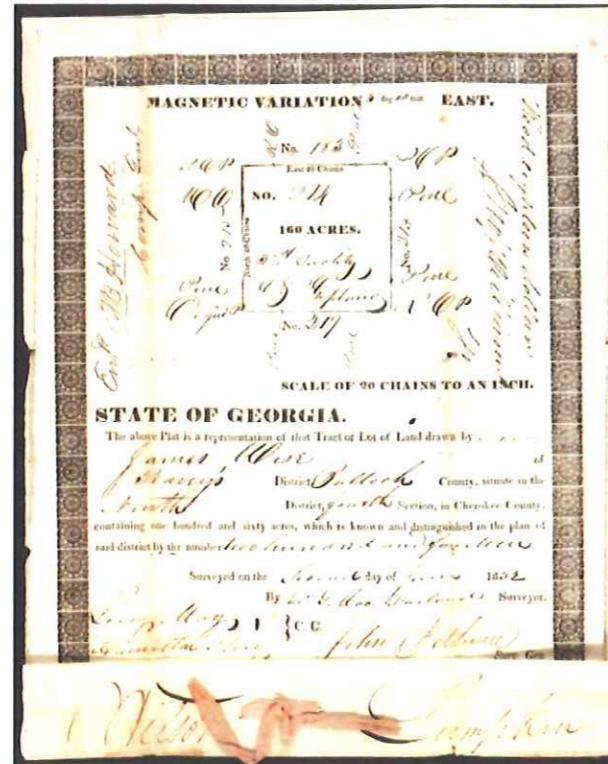


# Town of Ball Ground

## Town History

middle of a political, economic, and social upheaval. The Georgia General Assembly enacted legislation on December 21, 1830, claiming for Georgia "all the Territory within the limits of Georgia, and now in the occupancy of the Cherokee tribe of Indians; and all other unlocated lands within the limits of this State, claimed as Creek land."

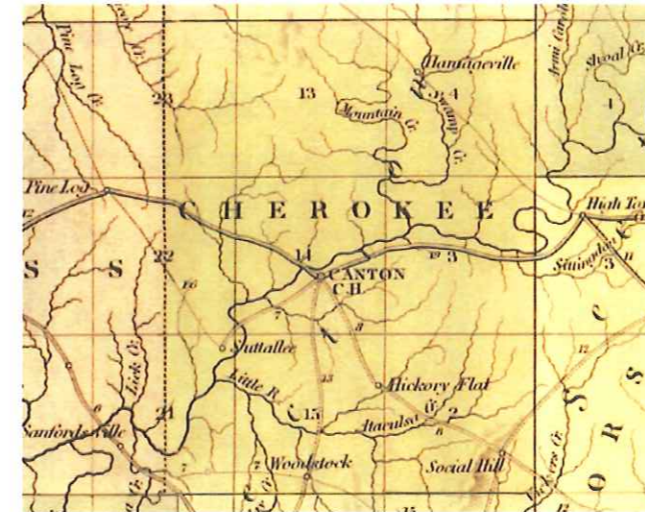
In a prelude of what was to come, the act also provided for a general survey of the territory and the dividing of the land into sections, districts, and land lots. A lottery was authorized



A land grant from the State of Georgia issued in 1832. Grants such as these were used to divide Cherokee Lands and were motivated primarily by the Gold Rush.

to distribute the land to settlers. A year later on December 26, 1831, the General Assembly created a massive and bureaucratically unwieldy district called Cherokee County. The name was chosen as a simple reference to Cherokee territory more than any attempt to honor the natives. All of these changes occurred while the Cherokee still lived on the land.

Beginning in the fall of 1832, the state government began to distribute Cherokee lands in two parallel lotteries, one for land lots and one for gold lots. However, in an effort to minimize violence on the frontier, the General Assembly temporarily prohibited the settlers from taking possession of lottery won land if the lots were currently being occupied by Indians. Nevertheless, seizures of Indian land continued. On December 3, 1832, the General Assembly divided Cherokee County into ten counties: Cass (later renamed Bartow), Cherokee, Cobb, Floyd, Forsyth, Gilmer, Lumpkin, Murray, Paulding, and Union.



A north Georgia map dating from 1839 showing no town at the Ball Grund site.

The state of Georgia's claim to Cherokee lands was, at best, problematic. However, a legal basis for securing the land came five years after the General Assembly claimed Cherokee lands. A small faction of dispossessed Cherokee Indians seeking some degree of restitution for their lost land signed the Treaty of New Echota of December 29, 1835. The treaty stipulated that the Cherokee Nation surrender its claim to all land in Georgia, Alabama, Tennessee, and North Carolina in return for \$5 million. Even though most Cherokee opposed the treaty and refused to leave their land, the federal government and Georgia considered it binding. The last Cherokee in Georgia were rounded up by the U.S. Army and forced to relocate to Oklahoma in 1838.



A north Georgia map dating from 1855, and indicating that the town was named "Battle Ground."

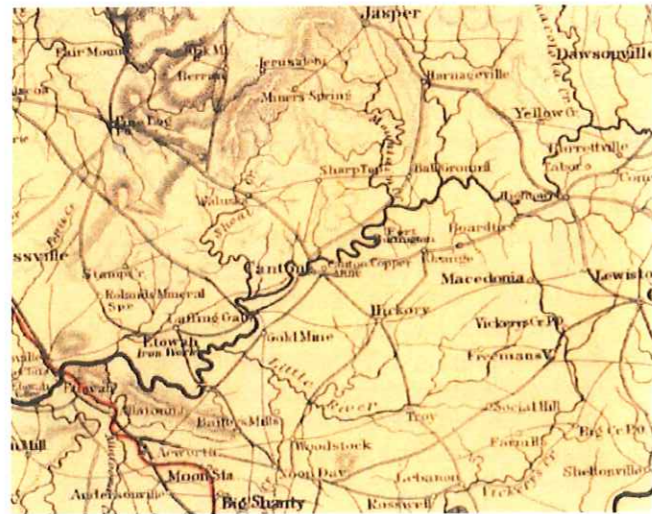


A north Georgia map dating from 1864 showing that the town was named "Battle Ground" throughout most of the Civil War.

In the end, the Georgia Gold Rush was over as quickly as it began. With most of the surface gold claimed in the early years, the remaining gold in the area became more and more difficult to extract. As the prospectors and other adventurous

people moved out west in search of gold, the region settled into an agrarian economy more typical of the state.

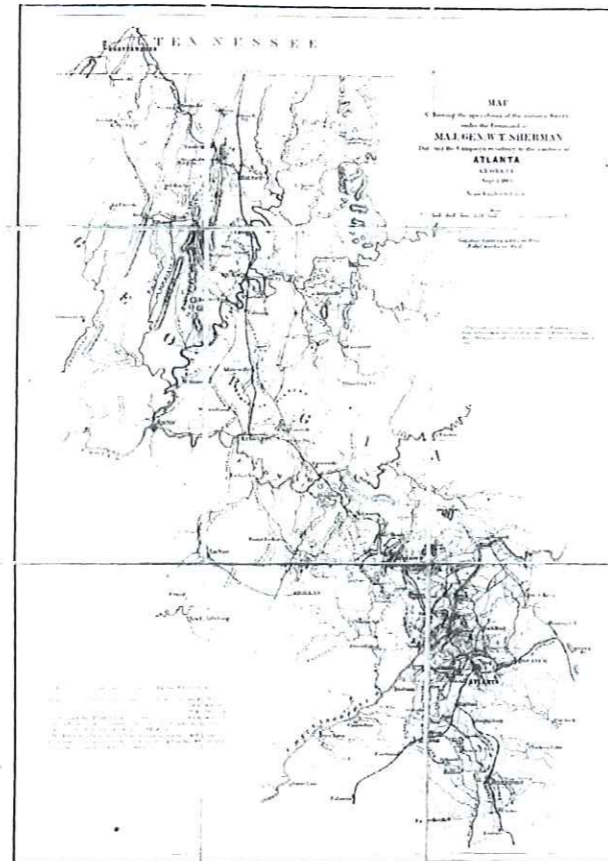
A town appears at the Ball Ground site on maps as early as 1855; however, it is called Battle Ground. This name is almost certainly in reference to the great Cherokee victory at the Battle of Taliwa, and is most likely a direct translation of a Cherokee place name for the area. The name Battle Ground



*Another partial map, this one dating from 1865 and indicating the town as name having been changed to "Ball Ground."*

was used until 1864. Maps from 1865 show the name changed to Ball Ground. Why the name changed is unclear, but the fact that Sherman's Union Army passed within a scant few miles of the town during its destructive march to the sea in 1865 and the general war-ravaged nature of the entire south in the closing days of the Civil War might have made the Cherokee name "Battle Ground" seem particularly irrelevant. Or perhaps the residents were simply looking for a happier frame of mind preferring the romantic notion of natives engaged in sport.

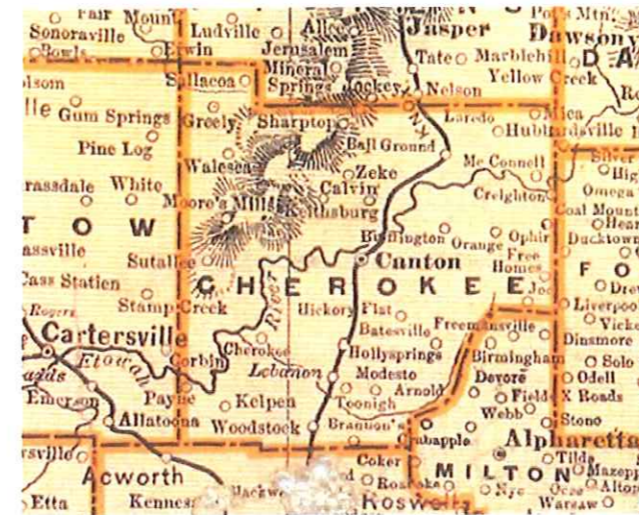
Seventeen years later in 1882, Ball Ground's destiny was changed for the good when the Marietta & North Georgia Railroad was surveyed to pass through the town. Until then, the community existed as two country stores and a half dozen dwellings. The railroad officials decided to erect a depot and supporting town. Local land owners contributed land to the



*A map dating from 1864 showing the extent of General Sherman's campaign against Atlanta. Ball Ground is only barely off the map, up the Etawah from Canton which is shown.*

new endeavor stating in their deed of transfer, "The consideration moving each of us in the establishing of this town is the enhanced value to our lands within and adjacent to the said town, and the general [sic] benefit to the country, by which we shall be benefited."

The new town's lots were laid out by the railroad company, and in April the lots were quickly sold. Supported by the railroad, Ball Ground quickly grew. Within two years the town had 259 residents and a host of new buildings including three churches and a high school. That same year, 1884, it held its first municipal elections.



*A north Georgia map dating from 1899.*

Ball Ground revised its charter in 1911, expanding its corporate powers. In addition, the town cultivated its reputation as one of the best stops on the railroad. A number of local industries thrived--saw milling, wood working, and ginning--but the most successful industry to arise was marble working, an industry still present even today.

From Indian trails to railroads, Ball Ground has always been finely situated for transportation. The advent of the interstate was no different. The first stage of Interstate I-575 was built in 1979 as a 'developmental highway.' Its intent was to create traffic and transportation connections to north Georgia as opposed to relieving congestion. The second section opened in 1985, and the third section, running through the western edge of Ball Ground, was opened a few years later. Exit 27 now serves Ball Ground directly.

As in 1882, when the railroad transformed Ball Ground from a sleepy crossroads into a chartered city, the I-575 corridor is transforming the city yet again. Commercial and residential development is changing the face of the area, bringing both population and business. While such change brings greater economic opportunities to the residents of the area, the risk in such development is that the rich history and individual identity of the town might be eradicated by the growing sprawl. Ball Ground stands today on the edge of such development and has much to gain and possibly much to lose in the coming years.

# Town of Ball Ground

## Stakeholder Report



**Stakeholder Report**  
**Livable Communities Coalition**  
**Charrette Assistance to the Ball Ground, Georgia**  
**August 3, 2007**  
**LivableCommunitiesCoalition.org**

### *Executive Summary*

The Coalition was asked to assist the City of Ball Ground, Georgia, with a charrette in July and August of this year. A charrette is multi-day planning and design workshop that takes place on site with all stakeholders providing input. The charrette is being conducted by Whole Town Solutions, Inc. of Roswell, Georgia, and the Livable Communities Coalition is assisting with charrette facilitation and overall guidance on quality growth. The Coalition accepted this project because it finds that mixed-use development with greater density in centers and corridors is important, and the City of Ball Ground would like to grow in that fashion. Ball Ground is well known as a pleasant community with a viable network of streets at its center. It's also on the edge of suburban development in a part of our region that is bound to grow. To guide the participants in the charrette, a Mission Statement was developed:

### *Ball Ground Mission Statement*

The mission of the Ball Ground Charrette is to develop a master plan and architecture code for the city of Ball Ground that will foster the well-being of its residents, enhance economic development, promote the restoration and reconstruction of the town center, establish the preservation of green space, protect the individual identity of the town, and define Ball Ground as the preeminent green street town in metropolitan Atlanta.

The Coalition will deliver a strong public participation process, but will also promote quality growth among the elected officials, residents, civic organizations and major land owners who are involved in this charrette. The Coalition began its work in Ball Ground on July 27th. The charrette team will conduct the charrette between August 13-16, 2007. The fol-

lowing report provides a summary of stakeholder comments provided to the charrette team on July 27th at the Ball Ground Public Library.

## **CHAPTER I: Preface and Scope of Services**

### *1. General Information*

#### *Name of Project:*

Livable Communities Coalition Assistance for Ball Ground, Georgia

#### *Scope of Services Summary:*

The Livable Communities Coalition's role is to facilitate the stakeholder meetings of the charrette and to provide guidance on growth issues.

#### *Date Services Begin*

July 27, 2007

#### *Date Services Completed*

August 16, 2007

The Livable Communities Coalition presented its Stakeholder report on August 3, 2007 via email.

#### *Charrette Team Contact Person*

Lew Oliver for the City of Ball Ground

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Fax Number: 404.214.0085

Email: jdurrett@livablecommunitiescoalition.org

### *2. Scope of Services*

The City of Ball Ground commissioned Lew Oliver, Inc., Whole Town Solutions to conduct a charrette for the City. Whole Town Solutions invited the Livable Communities Coalition to join the charrette team because of its commitment to quality growth principles and to vibrant mixed-use centers and corridors. The Coalition's role is to facilitate the stakeholder meetings of the charrette and to provide guidance on growth issues.

### *3. Description of The Livable Communities Coalition and its Services to Communities*

#### *What is the Coalition?*

The Coalition consists of a diverse network of organizations, companies, and individuals that share a commitment to quality growth and are aligned to help the community address the opportunities and challenges of growth and development. The organization was formed in 2005 after the Metro Atlanta Chamber of Commerce Quality Growth Task Force recognized the need for a credible coalition of business, environmental, development, civic, neighborhood and academic groups to work on implementation of quality growth and to stimulate a better informed public discussion of growth-related issues. The work of the Livable Communities Coalition is based on the following quality growth principles for the Atlanta Region:

- Communities should support greater housing choices, higher densities and mixed uses in appropriate areas of our region's centers and transportation corridors.
- Transportation investments should be integrated with land use in the region's centers and corridors.
- Housing choices should be increased by removing barriers that artificially restrict the market. In turn, developers must respond by offering quality housing products which are innovative and consistent with community desires, and the financial community must respond by reducing barriers to development financing.
- Greenfield development must preserve more open space, leverage existing and programmed infrastructure, and provide more market choices. For details, visit [www.LivableCommunitiesCoalition.org](http://www.LivableCommunitiesCoalition.org)

#### *How the Coalition Works.*

Coalition members lend their expert assistance and resources to support new development projects in key parts of the region. The Coalition supports communities that have developed quality growth plans but have encountered hindrances or obstacles to implementing these plans. The staff of the Coalition will mobilize resources and information of the Coalition for the benefit of selected communities. The Livable Communities Coalition is an independent non-profit organization; no fees are collected by the Coalition for services provided to communities.

### CHAPTER II: Common Points From All Groups

#### Strengths:

- Location – proximity to other cities and states.
- Sporting facilities.
- History.
- Greenspace and parks.
- Charm & character of the city.
- Civic, business and officials favor a unified vision for mix-use, walkable city.

#### Weakness:

- Truck traffic.
- Parking.
- Unified vision and the ability to stick to it.
- Work with GDOT for street aesthetics and bypasses.
- Missing an activity center.

#### Opportunities:

- Tourist attraction – sporting; arts; shopping and dining.
- Implement walkable ordinances.
- Implement architectural codes.
- Historic preservation – especially the Masonic building.
- Tree preservation.
- Adopt an overlay plan.
- Plan the city entry point.
- Developer incentives – overlay plan plus timely and streamlined review process.
- Work with school board to keep schools close to town or consider private schools.
- Citizens prefer the option to shop locally.

#### Highlights/Suggestions:

- History monuments – relocate Indian monument; preserve original ball park.
- Use score boards to project movies.
- Implement plans in phases – and complete each phase 100% before continuing with the next phase.
- Incorporate rocks into the streetscape; as a fountain feature.

### CHAPTER III: Stakeholder Summaries by Group

#### 1. Ball Ground Mayor and Council

##### What are Ball Ground's Strengths?

- It is an existing town center.
- We have not changed.
- We have not been impacted by sprawl.
- We have true historical feel-not an imposed "Colonial

Williamsburg" look.

- There is a sense of country.
- It is walkable.
- We have a great location.
- There is the potential for commuter rail.
- We have proximity to I-575.
- There is quirkiness about Ball Ground including "the rocks," funky town atmosphere, etc.
- Question: Have you maximized the unique place name of Ball Ground?  
Answer: no.
- Question: Has the historical location been preserved?  
Answer: There is one plaque.
- Ball ground has clean fresh air and trees.
- There is a lot of green space.
- Ball Ground is located at the head of two valleys creating a unique and rich landscape.
- It is cooler here. Residents speak of a "cool line."

##### What are the Weaknesses?

- We have "not done the rock business."
- Do not repeat the traffic problems of the south-plan for the traffic.
- GDOT does not seem to be supportive of urban design issues; can't get sidewalks.
- Can't wait for the state to do something.
- We could not maintain all of this on our own.
- We don't get respect; local government as a viable entity.
- People pining for "Mayberry."
- Feel for the history of the place.
- Can't get traction with the Downtown Development Authority and not sure why. Maybe because 40% had been owned by one person.
- Some do not want change.
- Need to be sustainable.  
We need to look at principles of the past; it was all mixed use then.
- Question: which places have you visited which seem like places to model a future Ball Ground after?  
Answers: Greenville (it's a destination), Seaside (mixed use, amphitheater), Old Roswell(Canton Street would be Ball Ground at its best), NOT Colonial Williamsburg, Cartersville, GA.
- What I like about Ball Ground is that it is a rusted building next to a nice building.

#### 2. Georgia Department of Transportation (GDOT)

Greg Hood represented GDOT at the stakeholder meeting. Hood provided responses to charrette team inquires and generally responded to Ball Ground strengths, weaknesses, and opportunities.

- GDOT District #6 is the local office that the charrette team should involve.
- Roxana Ene is the Cherokee County staffer.
- Carlton Fisher and Henry Green were mentioned as contact persons. (See Section IV for contact information).
- RE: streetscape project. The environmental review is underway now, uncertain when the project will be completed.
- The project is a \$1.1 million project with \$900,000 for construction.
- Moreland-Altibelli is the general contractor. Drawings can be made available to the charrette team.
- GDOT is considering truck climbing lanes.
- The bridge over the Etowah River was mentioned. Contact Ted Cashin about this GDOT project or Parsons Brinkerhoff Quade and Douglas. Construction expected in 2008 or possibly as late as 2010. Lew inquired about visual enhancements to the bridge design.
- It was mentioned that the Northern Arc project could come back to life.
- Southern Bypass.
- 372 Spur.
- The issue of commuter rail was raised. GDOT indicated that much support would have to be gathered over a long time to get the service. John Maximuk noted that future rail locations could be identified and planned for in the charrette as future transit as it was in the Serenbe project in south Fulton County.
- Lew Oliver expressed interest in a new school site. He indicated that the plan could tie the school with electric car system. Oliver also indicated that collaboration with GDOT would be good for crossings and child pedestrians.
- One person mentioned the safe routes to school program and urged the City to look into the funding opportunities. Hood noted that safe routes to school efforts should be coordinated with the streetscape plan.
- Council Member Ashley noted that a roundabout design was planned for Rt. 372, but was pulled from the plan despite reservation of the right of way.
- Lew Oliver noted the Bend, Oregon example of special

# Town of Ball Ground

## Stakeholder Report

corridors where species are protected, lights are specifically designed for the corridor, native shrubs and landscaping, plants allowed in the right of way up to the curb. Hood was not sure if this was possible. He noted that a design exception would be necessary and costs would be a factor. He asked that the team speak with Roxanne about it.

### 3. Cherokee County Planning and Zoning Department

Jeff Watkins, AICP, Director of Planning and Zoning and Margaret Stallings, Long Range Planner, answered questions from the charrette team and generally responded to questions of strengths, weaknesses, and opportunities.

- The City has a good structure to build on “street network.”
- Civic components such as school, library, ball fields, etc. are in place.
- Ball Ground will be affected by growth, in part because some find that Woodstock is too expensive.
- The airport could be a contributing factor.
- Etowah Plan mentioned. Make certain that the charrette team has a map for it.
- Be mindful of the Mountain Land Trust, which is acquiring land for a greenspace loop, will come close to Ball Ground.
- Be aware of Cherokee County’s Traditional Neighborhood Development ordinance. Elements may be applicable to Ball Ground. To reference this part of the County ordinance, visit <http://www.cherokeega.com/ccweb/departments/pz/forms/Article%208%20-%20TND%2007-03-06%20Final.pdf>
- A challenge was presented in how to bring change to strip commercial on Highway 5.
- Jeff Watkins cautioned that Ball Ground should focus improvements first on the center rather than trying to do too much at once. In terms of annexation, Watkins suggested that Ball Ground follow the Woodstock approach and only annex land that closes service gaps etc.
- Watkins also suggested that Ball Ground not copy other area ordinances. Instead, craft ordinances of your own and if you copy, be sure to calibrate for local conditions.
- Watkins also suggested that a market study be conducted for the strip corridor. Initiate both interparcel access and back access.
- Lew Oliver noted that strip corridors, at minimum, can be treated with the same approach as Hilton Head Island.

Landscaping and sign control to mask low density and large setbacks.

- Watkins urged Ball Ground to make special efforts to develop personal relationships with small business people, but hold national retailers to high standards (“stick to your guns”).
- Lew Oliver noted that “tree save” areas should be utilized as much as possible in large developments.
- One person noted that the new Alpharetta arborist starts every meeting by stating “these trees are mine.”
- Jeff Watkins suggested that Ball Ground utilize the parking matrix in the Smart Code <http://www.smartcodecentral.com/> However, he noted his opinion that the Smart Code parking standards are a little low for suburbs.
- Pervious parking materials were mentioned.
- The Cary, NC, and Holly Springs, NC, ordinances were mentioned as a model ordinance for parking and or pervious surfaces.
- Acworth, GA, was mentioned as possible model for the future of downtown Ball Ground.
- Lew Oliver asked whether or not the charrette would help Ball Ground win an ARC Livable Centers Initiative Grant (LCI) in the future. Watkins thought that it would. For information about the LCI program visit [http://www.atlantaregional.com/cps/rde/xchg/arc/hs.xsl/308\\_ENU\\_HTML.htm](http://www.atlantaregional.com/cps/rde/xchg/arc/hs.xsl/308_ENU_HTML.htm)
- Lew Oliver explained the concept of the electric cart transportation system.

For more information about Cherokee County Planning, visit <http://www.cherokeega.com/ccweb/departments/pz/> or call 678.493.6101.

### 4. Major Land Owners Within a One Mile Radius

Christopher Smith, Vice President, Forestar Real Estate Group (A Temple-Inland Company) and Kris Boonruang of Basil Capital, LLC, responded to the charrette team questions and provided feedback on the strengths, weaknesses, and opportunities for Ball Ground. (See Section IV for contacts details)

#### Strengths:

- Large concentration of local artists.
- Trees – ensure save trees programs not replanting trees programs.
- Rocks.
- History.

#### Weakness:

- Main street stores are neglected.
- Rocks.
  - o Opportunities:
- Plan the entrance of the city; this is the starting point to set the character & charm of the City.
- Work with GDOT so that when state roads are widened a sense of place is created. The city entrance sets the tone and the road signage; painting; landscaped median and traffic calming measures contribute to creating a sense of place.
- Create an overlay district ordinance, to encompass all development not just selected developments.
  - o Include elements such as walkability; greenspace etc.
- Timely and streamlined review process. Firmly set time-frames enables the developer is to budget accordingly and provides an opportunity to spend more funding adding value features to the overall plan.
- Walkability and bike paths are very important, especially to the school district.
- Schools:
  - o Need to be walking distances from the neighborhoods.
  - o Consider private funding for schools as the Department of Education requirements are limiting such as too much hard surface parking.
  - o Keep the elementary school and add a high school within the city limits.
  - o Consider including teacher housing at these facilities.
  - o Consider multi purposes for school sporting facilities; this would require accessible to facilities at all times and for the facilities not to be fenced in.
- Include green coverage to protect those using the walking paths from direct sun, such as gazebo structures over the walk paths covered with greenery.
- Charrette to provide eclectic architecture codes.
- Focus on alternative energy systems.
- Work/plan accordingly with the topography.
- Forestar want to be a part of a cohesive community and connect to downtown. They requested an overlay district plan be created that they could plan accordingly too.
- Tie in public spaces.
- Restore train depot.
- Restore train services.
- Revitalize main street stores – add benches etc.
- Save trees through preservation not merely replanting.
- Public/open spaces:
  - o Facilitate multi purpose activities such as a fresh

market; amphitheater; artist fair etc. Historic Roswell claims that for every theater ticket sold, it generates approximately \$27 of sales for downtown.

- o Connect to neighborhoods and downtown.
- o Create a museum for the rocks and minerals.
- Encourage good restaurants to locate to downtown; even if incentives need to be considered. Good restaurants help create good economic development.
- Like roundabout ideas – Kris would be willing to donate a monument for the roundabout.
- Timing is crucial – develop the master plan in phases.
  - o Complete each section 100% before moving to the next. This allows for more marketing opportunities too such as grand opening for phase one, two etc.

### 5. Ball Ground Parks and Recreation

#### Strengths:

- Location of sporting & recreational facilities – in downtown on Main Street.
- North Cherokee uses the facilities for sporting events and it attracts many visitors.
- Have a playground.

#### Weaknesses:

- Missing an activity center.
- Concerned about the sporting and recreational facility safety and Main Street – traffic ends there and children need supervision.

#### Opportunities:

- Identify major and smaller park areas.
- Aggressively pursue business opportunities in the public spaces; such as a pro shop, cafes, bike rentals near the sporting facilities.
- Developers consider having their sales centers downtown.
- The City owns land with parks, recreational facilities and Long Swamp Creek.
- Location of the sporting fields and recreational facilities.
- Plan multipurpose and passive hours usage of the City's recreational facilities:
  - o Expand recreational usage – festivals; markets; fairs; concerts; fire pits; education opportunities.
  - o Expand sporting usage – T-Ball; canoeing; fishing – they can stock trout.
  - o Connect with Main Street.
- Kevin Park (15 acres with a different elevations) is can/and is used as:

- o A performing art stage.
- o To host festivals.
- o Special occasions. There are business-related opportunities – catering; clothing; bed & breakfasts.
- o Movies in the park.
- o Geese and ducks in park.
- Explore possibility of annually hosting the traditional Indian ball game.
- Consider reintroduce a spring festival – in the past Main Street was closed and used as a dance floor.
- Expand the annual State Parade.
- The old Masonic building can become a historic feature.
- 1 acre park behind Main Street – they feel this is ideal to host blue grass jazz concerts and can be a great attraction.
- Funding opportunity with SPLOST.
- Connect “valley streets” with city hall.
- Connect trails with the city's street sidewalks.
- Design level sidewalks with gradients that a mother could easily push a stroller along.
- Include horse trials in the overlay plan – create destination spots along the way.
- Identify access points for canoe/kayaking.
- Forestar opportunities:
  - o Pocket parks to tie in with the overlay plan.
    - Include horse trails.
    - Allow for access to kayaking to Long Swamp Creek.
- Signage – consistent with the character of the town; distinctive so one knows they are in Ball Ground.
- City entrance to have a sense of place.
- History:
  - o Indian ball game.
  - o Nancy Ward (See Section IV ADDITIONAL NOTES for more information).

### 6. Ball Ground Public Works, City Clerk, Chief of Police, Finance

#### Strengths:

- Informed City staff and willing make necessary changes.
- Identity – rocks, minerals.
- Water quality.
- Air quality.
- Location – close to Alpharetta, Roswell, Atlanta, mountains and surrounding states.
- Recreational facilities – water and land facilities.

- History.
- Available green space.
- Major thoroughfare for Roswell, Alpharetta and Gainesville traffic.
- Architecture.

#### Weaknesses:

- Major thoroughfare.
- Major thoroughfare for trucks – poultry trucks smell awful.
- Proposed by-pass potential to cut off traffic to downtown.
- Traffic ends at the ball park – this is a danger concern.
- Lack of unified vision – want the charrette to assist with this.
  - o Do not follow through with plans and change direction too often in order to accommodate trends.
- Lack of tree preservation ordinance.

#### Opportunities:

- Sports are important to this community.
- Consider associating the name “Ball Ground” with hosting sporting events; museum; specialty shops.
- Proposed Northern ARC will come close to Ball Ground.
- South and northern by-passes.
- Vision for downtown:
  - o Create/ enhance the image - Eclectic or have a theme related to the name “Ball Ground”.
  - o Tourist attraction – bohemian.
  - o Preserve the Indian ball ground site.
  - o Opportunity to use the new and proposed civic buildings.
- Architecture:
  - o Continue the look and feel of the eclectic homes.
  - o Convert the loft spaces of the homes into offices.
- Wish List:
  - o Wi-Fi City/
  - o Identify a community center and link to the sporting facilities/
  - o Activities for pre-teens and teens – create places for them to go and be active/

### 7. Ball Ground Downtown Business Owners and Land Owners

#### Strengths:

- Great potential – “a diamond in the rough”.
- Residents have a vested economic and emotional interest in the city.

# Town of Ball Ground

## Stakeholder Report

- Business leaders are in favor of economic revitalization for downtown – they envision a walkable and distinctive downtown.
- Park and ball grounds.
- Historic buildings.

### *Weakness:*

- Parking shortage – they want the city to build a parking deck and provide more parking with the streetscape renovations.
- Traffic makes it difficult and dangerous to cross Main Street.
- Truck traffic – especially “foul smelly” poultry trucks.
- A need an organized business/civic community.
- Need to “stick to the plan”.

### *Opportunities:*

- Parking sites are available around and behind Main Street.
- An opportunity for concealed infill parking.
- Create a museum.
- Create reason for thoroughfare to stop at Ball Ground.
- Use train rails.
- Capitalize on the name Ball Ground.
- Sidewalks to lead to destinations.
- Clearly define crosswalks.
- Grid system to create interest, not strip development.
- Historic preservation – city to provide incentives.
- Business opportunities/draws for weekend drivers:
  - o Restaurants.
  - o Antique stores.
  - o Unique draws – restaurant, LLB store.
  - o Neighborhood services – hair salon, dry cleaners, movie rentals.
  - o Host sporting events.
  - o Use the score boards for movies.
- The school board is looking for property for a new school, encourage them to look close to downtown.
- Business community is in favor of mix-used developments.

### *8. Ball Ground Civic Organizations*

#### *Strengths:*

- Not over developed - a small town footprint.
- Local restaurants – Dots, Mustard Seed.
- Masonic Building.

#### *Weaknesses:*

- Rock store – they would like it removed.

- Trucks.
  - Bypass for trucks only – they need thoroughfare traffic.
- Opportunities:*
- Use of name the Ball Ground as a logo.
  - In favor of a pedestrian friendly downtown with life.
  - Bypass for trucks.
  - Incorporate rocks into the streetscape; as a fountain feature.
  - Move the Indian monument and make it a downtown feature.
  - Infill development to include parking.
  - In favor of mix-use development.
  - Would prefer to shop Ball Ground for groceries and other services as it is a more personal shopping experience.
  - Need a grocery store; better restaurants, coffee shops; local farmer market.
  - Increase city limits.
  - New developments to work with the new master plan.
  - City pays for street improvements – owner pays for building restoration.
  - Downtown organization can levy resources.
  - Downtown will be unique and new business nodes will not be a threat.

### **CHAPTER IV: Additional Notes, Next Steps, History Footnotes, and Contacts**

#### *Cities which the stakeholders admire:*

- Taos, NM
- Barnesville, GA (100 miles from Griffin) - has a college, old town charm, street lamps, the train station is a museum
- Dahlonega, GA- like the fairs
- Fairhope, GA
- College towns – Albany, UGA – have independent stores, more than one main street
- Decatur, GA
- Greenville, SC
- Waynesville, NC
- Smyrna, GA

#### *Vision shared by Lew Oliver of Whole Town Solutions, Inc.:*

- Pedestrian, bike and electric carts transportation system throughout downtown – electric carts are a viable option for the elderly

- A five minute walk to the attractions – community center, stores, greenspace
- Greenspace preservation
- Neighborhoods developments to maintain the architectural character of the town
- Downtown quality infill, to create the sense of place:
  - o Renovated train station
  - o New civic buildings
  - o Transportation hub
  - o Work with GDOT to create beautiful roads – signage, landscaping

#### *History Footnote:*

*Nancy Ward: Beloved Woman of the Cherokee:* Nanyehi (“One Who Goes About”), known in English as Nancy Ward (c. 1738 - 1822 or 1824), was a Ghighau, or “Beloved Woman,” of the Cherokee nation, which meant that she was allowed to sit in councils and to make the final decisions, along with the other Beloved Women, on any actions which the Cherokee nation were to take. She had been educated by Moravians, and believed in peaceful coexistence with white people. Ward was born in the Cherokee town of Chota, the daughter of Tame Deer and Fivekiller, who was part Leni Lenape. Her first husband was the Cherokee man Kingfisher. Nanyehi and Kingfisher fought side by side at the Battle of Taliwa against the Creeks in 1755. When he was killed, she took up his rifle and led the Cherokee to victory. This was the action which, at the age of 18, gave her the title of Ghighua.

#### *Next Steps in the Charrette Process and Beyond:*

1. The Charrette Team will conduct the planning and design workshop between August 13-16, 2007 at the Ball Ground Public Library.
2. In September 2007, the charrette results will be ready.
3. City Council will review findings.
4. The formation of a Task Force Group will be encouraged (community representatives and business representatives and a city liaison). The Task Force Group could liaison with City Council and manage the plan implementation process.
5. Zoning and related ordinances should be developed to support the master plan. Ordinances and municipal permitting should include provisions for architecture design.
6. Funding opportunities/planning tools will be pursued including potential TAD, LCI Grant, and transfer of



development rights.

Contact Details:

GDOT:

Greg Hood  
(represented GDOT at the meeting, he offered assistance to the team)  
District Planning Engineer, District Six  
Phone: (770) 387-3654  
Cell: (770) 359-96512  
Fax: (770) 387-4851  
Email: greg.hood@dot.state.ga.us

Staffers Greg referred to, as point of contact for Ball Ground, are listed below:

Roxana Ene  
(person to provide information on Ball Ground)  
GDOT Project Manager:  
Phone: (404) 463-4377  
Fax: (404) 463-4379  
Email: roxana.ene@dot.state.ga.us

Carleton Fisher  
(project manager for Ball Ground streetscape)  
TE Program Coordinator  
Phone: (404) 657-6914  
Email: TEProgram@dot.state.ga.us

Ted Cashin  
(recommended contact for bridge)  
Office of Consultant Design Phone: (404)463-6135  
Fax (404)463-6136  
Email: ted.cashin@dot.state.ga.us.  
Please note: Henry Green was also mentioned as a possible contact.

Developers:

Christopher Smith  
Forestar Real Estate Group  
Vice President Real Estate Entitlement, Northwest Division  
Phone: (770) 606-9551  
Cell: (770) 714-3831  
Email: christophersmith@templeinland.com

Kris Boonruang  
Basil Capital, LLC  
Principal  
Cell: (770) 876-7740  
Email: kboonus@gmail.com



### Architectural Heritage

The earliest architecture in the Ball Ground area (other than Native American forms) were primitive folk houses where expediency of construction superseded style. Log cabins were the predominate form and, in the southeast, typically came in three forms: Single Pin, Saddle Bag, and Dogtrot. The logs were hewn into planks five to six inches thick and a foot or more in width. Hewing the logs removed the pulp wood from the heart wood making the log more resistant to rot, but more importantly, reducing the weight of the log by more than half, making it much easier to work. Several different notching configurations were used, including saddle notches (for round, un-hewn logs), V notch, full dovetail, half-dovetail, and square. Cabins that were considered permanent typically employed the half-dovetail notch, which was difficult to cut, but the logs locked together under their own weight and the angle of the notch ends shed water effectively. Less permanent structures such as cribs, stalls, and occasionally barns, typically had simpler notches.

After 1830 and the cession of Indian lands, more complex structures were built. Hall and parlor structures, and I-Houses, both with porches extending from the main building mass, were the predominate vernacular farm house structures throughout the area. Both types had simple rectangular plans consisting of two rooms separated by a central hall. In two story I-Houses, the central hall contained a stair to a matching floor plan above. The Alfred W. Roberts House is a good example of this type of construction; however, few examples of such mid-century construction remain in the area. In north Georgia, these houses were typically made of wood on stone foundations, but brick (and occasionally stone) buildings were not uncommon. In addition, Saddlebag and Dogtrot massings were often carried over to frame construction from their log cabin origins.

*Photographs taken down Gilmer Ferry Road looking east. The top image dates from the 1920s and shows vernacular buildings with front gables and side extensions built in the preceding decades.*

*The center picture dates from the 1960s. Two-story brick commercial buildings typical of pre-World War II construction lined the street along with some modernist construction.*

*The lower image is present day. Many of the vernacular structures have been modified over the years to fit changing building programs or other reasons. Note the pitched metal roofs that have been added to many of the structures.*

# Architectural Precedents

## Downtown Survey of Buildings

This is a composite image of Gilmer Ferry Road from Northridge Road to Church Street, looking south. It shows the character of the historic buildings that line main street, as well as the nature of many additions and modifications that are not in keeping with the historic nature of the structures.





# Architectural Precedents

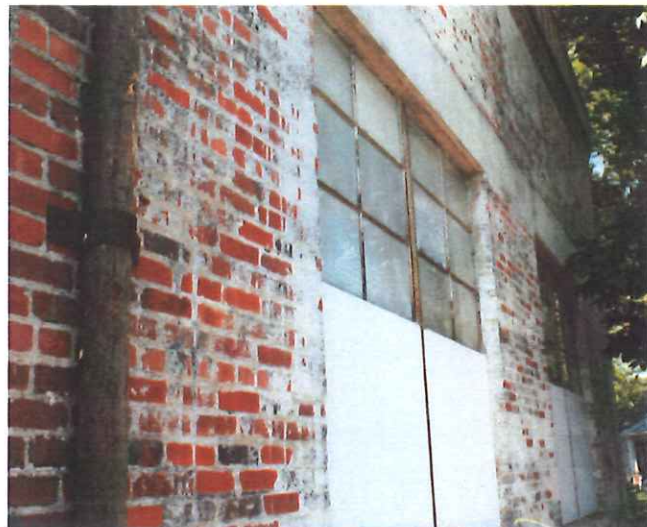
## Downtown Survey of Buildings

This is another composite image of Gilmer Ferry Road from Church Street to Northridge Road, looking north. The historic buildings range from Masonic Hall built in the 1920s to the old Ford dealership of modern styling.





# Architectural Precedents



## Architectural Precedents

### Downtown Architectural Details

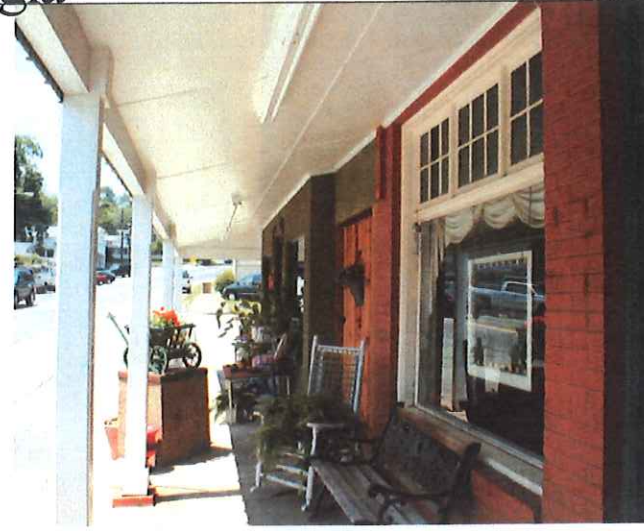
The celebrated modern architect Ludwig Mies van der Rohe famously said that "God is in the details." While he was speaking specifically of modern architectural design, the same can be said of virtually any architectural movement, including non-movements like the vernacular. These pages show details in the historic Ball Ground downtown area. Most of these details are on commercial buildings, and all contribute to the character of the town.

The buildings in the downtown today are typically the second generation of buildings built on their site. The buildings constructed just after the town was founded were typically wood structures with pitched roofs. As the 20th century dawned, those buildings were replaced with the brick buildings seen today. These brick structures were usually designed as simple boxes with flat roofs using common building techniques. Unique expression in the buildings came in the form of storefront detailing and parapet design and ornamentation.

Most brick buildings of this era were constructed with structural brick walls many wythes thick. The wythes were linked by interlocking courses that were laid perpendicular to the running wythes. This leads to an expression of a header course typically every sixth row, as can be seen in the walls of Masonic Hall. This type of bond is called a common bond and was used almost exclusively in structural brick walls of the early 20th century. This detail is so pervasive that any contemporary structure that seeks to reference the brick buildings of the past should reference it in some manner. Beam pockets, tie rods with decorative plates, and segmental arches are all similar examples of period masonry.

Ball Ground's marble tradition is seen in the details of the buildings as well. Marble lintels, curbs, stairs, and thresholds are all used throughout the downtown in applications that exceed the typical norm. This blending of common building techniques with high amounts of this stone usually reserved for buildings with a higher stylistic pedigree is what makes Ball Ground's historic buildings unique in the region.

Other types of details are prevalent in the downtown buildings. Tall transom windows with thin vertical muttons are characteristic to the town as are numerous is a number of craftsmen brackets that themselves reference Victorian railroad brackets. These details, taken in combination, provide a comprehensive pallet of architectural expression that is uniquely Ball Ground. While much of Ball Ground's uniqueness can be drawn from a wide variety of elements discussed elsewhere, it is the details that most clearly convey the town's originality.





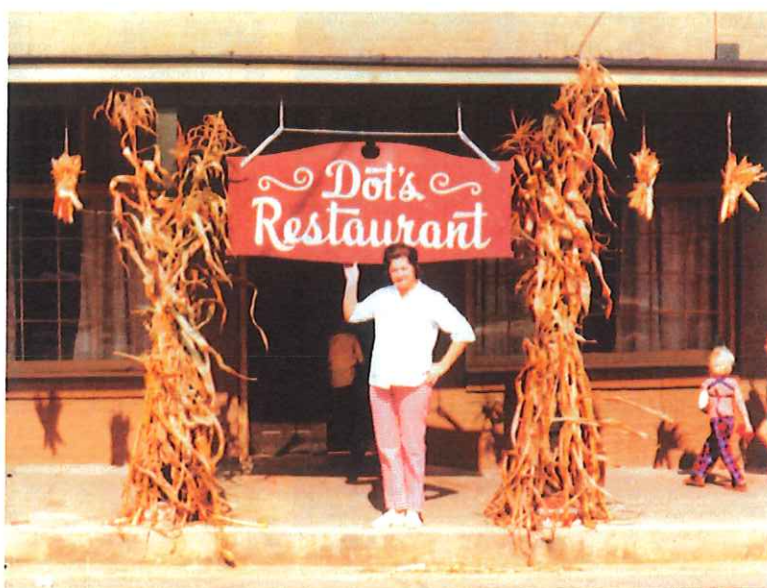
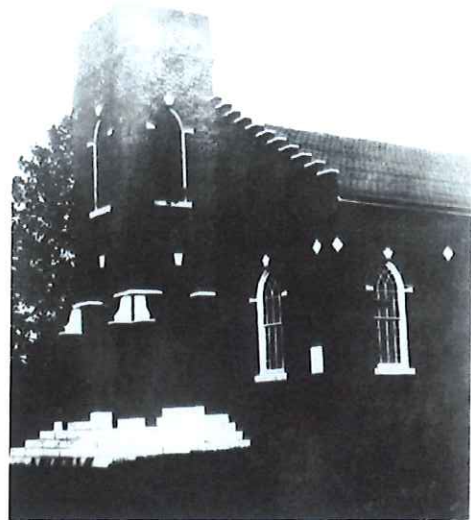
# Architectural Precedents

## Commercial, Religious, and Civic Buildings

As the town grew in the early 20th century, brick commercial buildings along Gilmer Ferry Road were constructed to replace earlier wooden buildings. The style is typical of early 20th century vernacular commercial structures, and retail storefronts, offices, warehouses, and the occasional residence all stood along the main road. Over the course of the 20th century, modifications to these buildings were made, some as technical improvements and others for appearance or stylistic reasons. Most of the current buildings date from first half of the century but have been heavily modified.

Ball Ground, of course, has another architectural legacy that sadly exists only in photographs. All towns grow and change, and this occasionally necessitates the destruction of buildings; however, those buildings continue to contribute to the architectural discourse of the town. These pages show many buildings, some still standing, some demolished. The historic rail depot was constructed by the Marietta & North Georgia Railroad Company and was built virtually identically to several other depots along the line, such as the depots at Woodstock and Tate. The Romanesque design of the old Central Church is an indicator of the popularity of that architectural style in the Victorian era. The prevalence of gas stations and diners speaks volumes about the change from a railroad town to a highway town. And, while automobile dependency may, on the surface, seem like a contemporary issue, the resulting structures reflect the styles and needs of a half century ago, a time before urban sprawl threatened Ball Ground's walkability. Gas stations and diners are undeniably necessary in today's society, but the ones of fifty years ago existed in harmony within walkable towns, a feature which Ball Ground aspires to retain.





# Architectural Precedents

## The Alfred W. Roberts House

*National Register of Historic Places  
September 11, 1985*

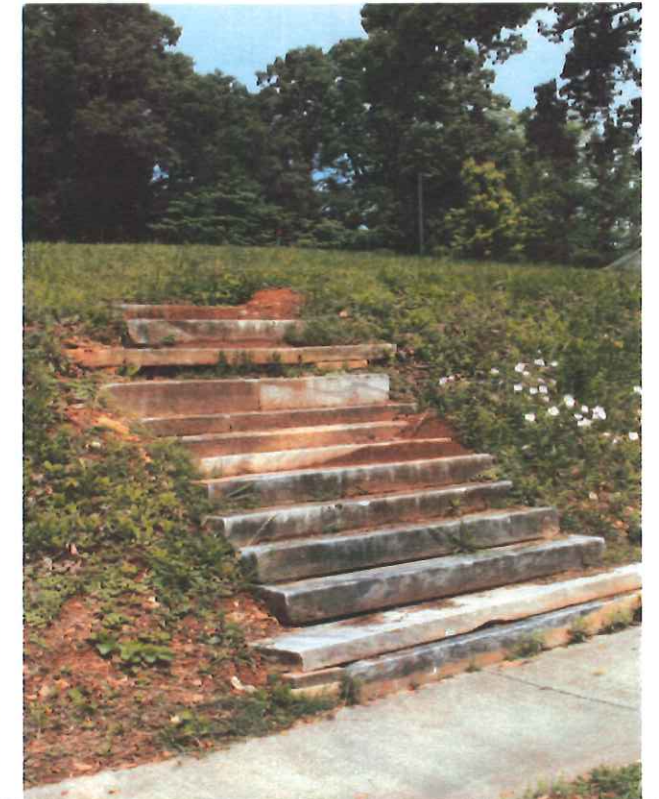
The Alfred W. Roberts House was entered on the Nation Register of Historic Places on September 11, 1985. The original house was built in the mid-1850s as a Mid-Atlantic I-House typical of the period. As stated by Gerald Foster in *American Houses*, "The I-House went on to become the standard dwelling, with many variations, of successful farmers in the south and west. It was the dominant vernacular style for generations throughout the Piedmont, upland South and Midwest, even into the 20th century." The plan consisted of two rooms separated by a central hall and stairs with two matching rooms on the second floor. Two chimneys were located on the ends of the building. Kitchen and dining buildings were located separately to the west.

Alfred W. Roberts, a charter citizen of the town, purchased the land about 1887. He expanded the building and remodeled it to match current Victorian fashion in 1898. Additionally, a classically detailed front porch was added in the late 1910s. Today the building exists as an assemblage of styles that reflect several architectural movements; however, the building's frontier origins can be seen in details such as the hand-hewn cellar sills and the low ceilings in the second story bedrooms. The site has several out-buildings: a barn, a garage, a log pump house, and a well house. The house is also known for its landscaping, which features local marble sidewalks, steps, benches, birdbaths, and urns.

The property continues to be privately owned and has stayed in the Roberts family.



Lovelady House ▶



Alfred W. Roberts House ▶

## Architectural Precedents

### Domestic Architecture

The railroad was constructed in 1882, and the town went through a building boom. Consequently, both commercial and residential buildings were influenced by the Victorian period. Many, if not most, buildings were constructed of timber frames and clad with weatherboards; the styles were simple boxes or boxes extended with porches. Vernacular buildings in the area are famously eclectic, mixing details found in period publications with a healthy blend of details derived from common sense construction methodology. In addition, builders commonly updated structures as they aged by adding a porch or addition in the prevailing style of the day. Many were detailed directly from popular pattern books that were widely published and circulated. For example, Andrew Jackson Downing's 1842 Cottage Residences and his Architecture of Country Houses of 1850 did much to promote the Carpenter Gothic style and was widely referenced in the area. The influential Victorian pattern books by W.T Comstock began appearing in 1881 just a year before Ball Ground was chartered. Ball Ground's Stick Style and Queen Anne heritage can be seen in the buildings and additions dating from this time.

The most pervasive residential building style still evident today, however, is the early 20th century bungalow, heavily influenced by the prevailing national trends and promoted by such diverse elements as Gustav Stickley and Sears & Roebuck. These buildings tend to be larger than their urban counterparts and display a range from relatively 'pure' stylistic detailing to blends of 20th century forms with Classical and even Victorian detailing.

The Lovelady house is an early 20th century Beaux Arts house and represents an extremely rare exception to the typical craftsman/vernacular blends from the period.



Architectural Illustrations

This is a typical neighborhood street that shows the walkable nature of the streets. The houses nestle closely together and are placed closely to the right-of-way providing an intimate streetscape reminiscent of old towns in North Georgia.



# Architecture



Architectural Illustrations

Opposite: An aerial view of the historic downtown looking northwest and showing the new ball field façade and the infill buildings all of which contribute to main street's history and charm.

This page: The new commercial district showing a green street intersection with a neighborhood drive. A proposed fire station design completes the composition.



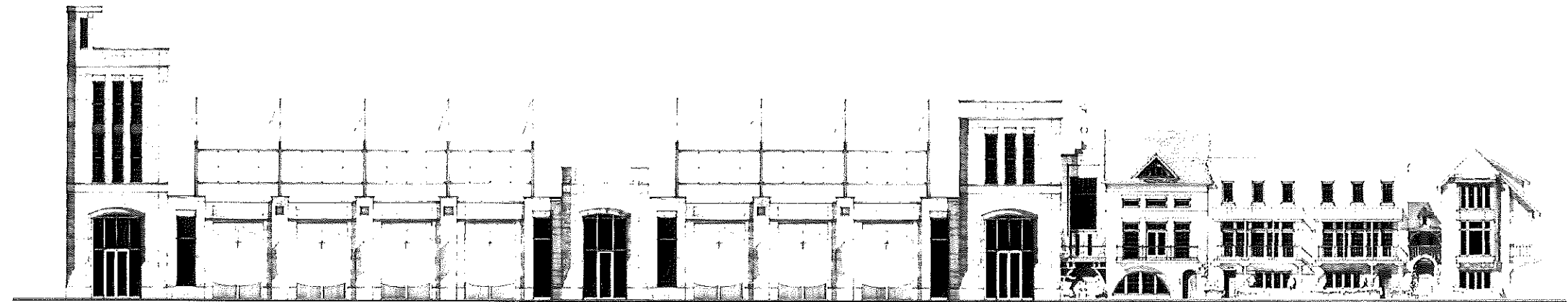
# Architecture

## Revitalized Downtown Streetscapes

This continuous streetscape shows the elevations of historic buildings in position with various infill buildings. The infill structures are designed to complement their neighbors. As such, Ball Ground's unique blend of early 20th century commercial buildings, including light industrial structures, are situated along with new commercial, live/work, and condominiums over retail. Townhouses with an industrial air are present alongside townhomes with a more traditional blend of detailing. Lions Club Field receives a new liner structure that serves to urbanize the park's presence, provide a tower to anchor the east end of downtown, form a place for open air markets, and provide for commercial or retail establishments. Of course, the historic structures are rehabilitated and returned to their historic condition. However, these buildings can also be given new purpose by adapting them to new uses if the need requires. The old Town Hall is returned to its historic appearance as well as the old bank next door. Both can be fitted out as retail or office space.

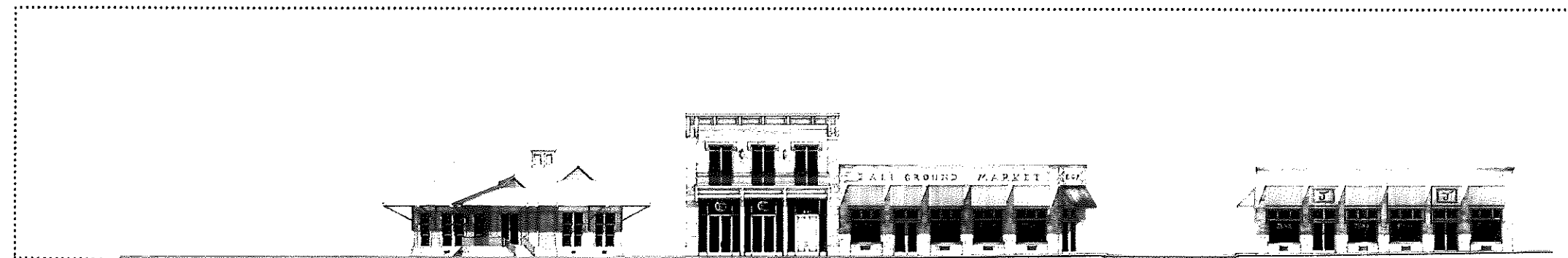
A train depot in keeping with the original design (reproduced by the Marietta & North Georgia Railroad Company throughout the region) is proposed to re-inhabit the lot next to the rail line. This structure could serve as a functioning train station if a light commuter rail line were ever constituted. Until then, the depot can serve as retail or restaurant space. Either way, it underscores the importance of the rail line to the development of the community.

Taken in whole, the old and new, the quaint and the industrial, reside comfortably next to each in a manner that is quintessentially Ball Ground. Old buildings provide the context and new ones provide for the coming demand for development and renovation. Together they define a main street that has urban definition executed in the old way of building small towns.



Lions Club Field - New Construction

New Townhomes



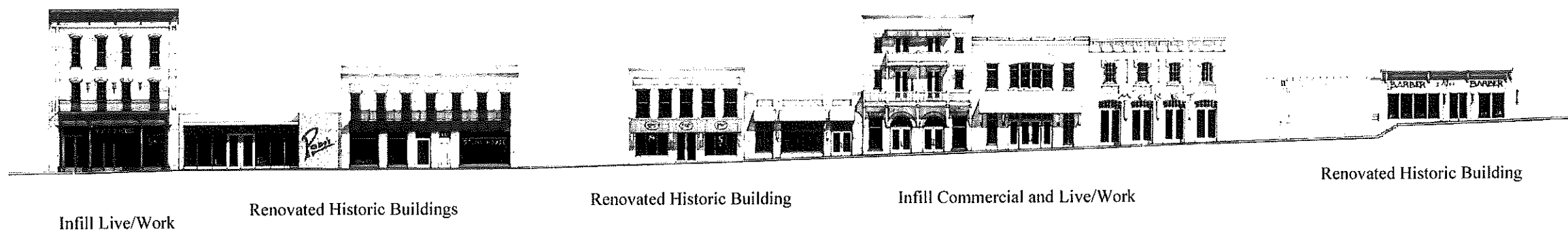
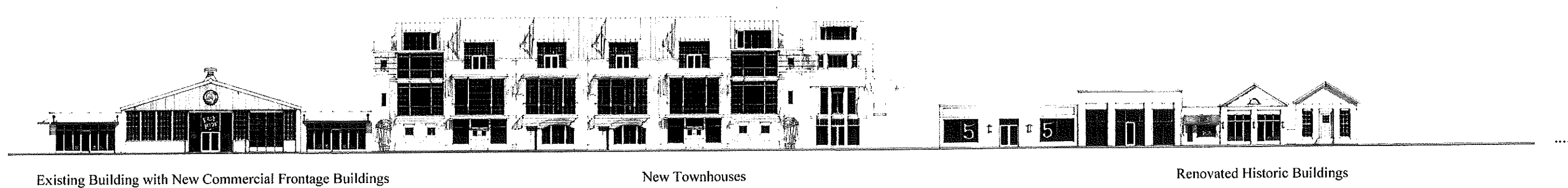
New Railroad Depot

Infill Commercial

Renovated Historic Building

Renovated Historic Building





# Architecture

## Revitalized Downtown Streetscapes

The north side of Gilmer Ferry Road is of equal importance to the south. It is home to downtown's existing restaurants, its park, and numerous historic structures ranging from Masonic Hall of the 1920s to the old Ford dealership of the 1960s. The architectural value of Masonic Hall is self evident; structures such as the Ford dealership are characteristic of their time and play an important role in the character of Ball Ground. The design team advocates restoring the Ford dealership and adapting it to a use that is fitting to its open spaces and large industrial windows, perhaps a dance studio for example. The low restaurant buildings, so important to the history of the town, should be carefully restored to their historic character, as should Masonic Hall.

The design team recommends that the residential buildings currently being used as businesses toward the east of downtown be renovated and relocated to receive zones more appropriate to their domestic character. In their place, townhouses could be erected that complement the opposite of the street and the new ball park façade. The density of the townhouse structures will greatly assist in defining the eastern edge of the downtown and underscoring the town's unique character as a whole.

The new infill buildings are placed where they are most needed throughout the streetscape to define the street and the street's character. Buildings such as live/work structures and condominiums over ground floor retail spaces are an excellent way to keep the downtown occupied and energetic throughout the day. Shops are occupied during the day, restaurants keep the street active into the evening, and residents occupy the multi-family buildings during the night. In such a mixed-use plan, the downtown will become and stay a vibrant and exciting place to live, shop, or visit.



Renovated Historic Building

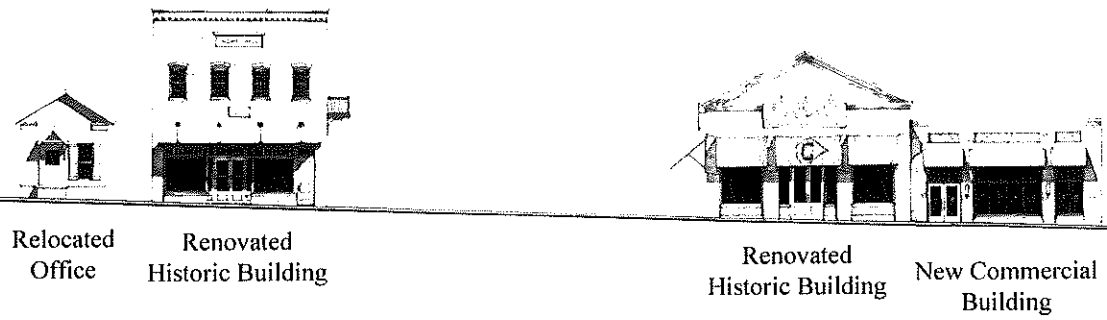
New Townhomes

Renovated Historic Buildings



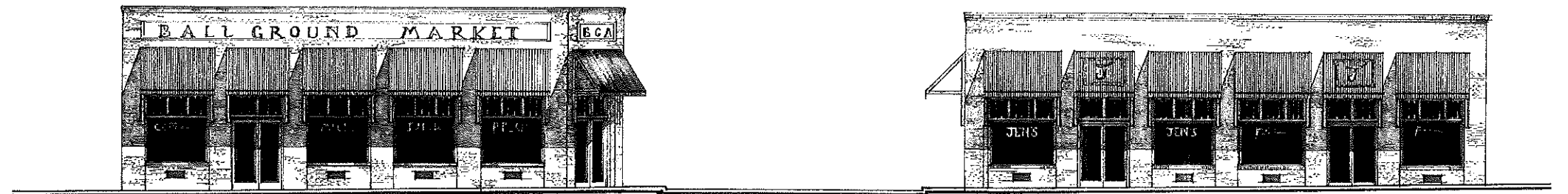
Renovated Historic Buildings

New Townhomes

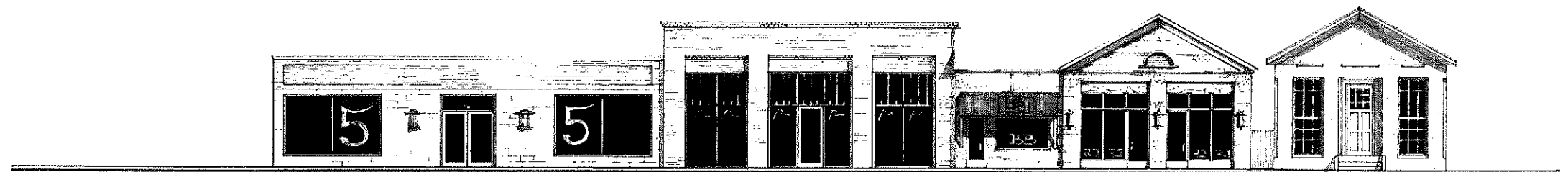




Renovated Historic Buildings - Robert H. Pulliam



Renovated Historic Buildings - Robert H. Pulliam



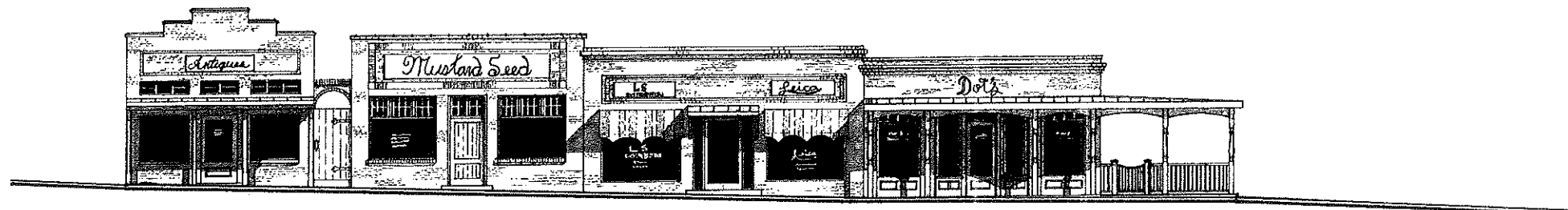
Renovated Historic Buildings - David Carney

### Renovated Historic Buildings

Presented here are elevations of renovated and restored historic buildings in the downtown area. Returning these buildings to their former glory and adapting them to contemporary uses ensures that the architectural treasures of Ball Ground's vernacular past are preserved.



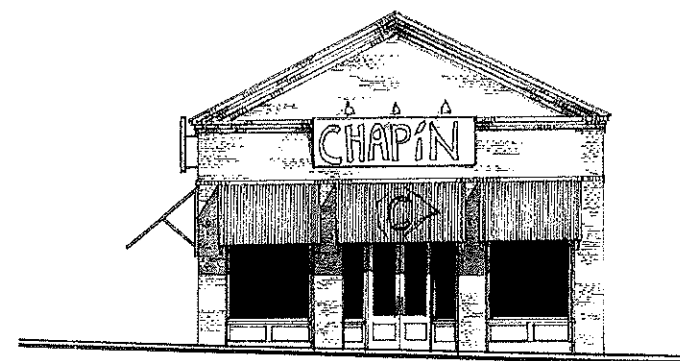
Renovated Historic Buildings - *David Carney*



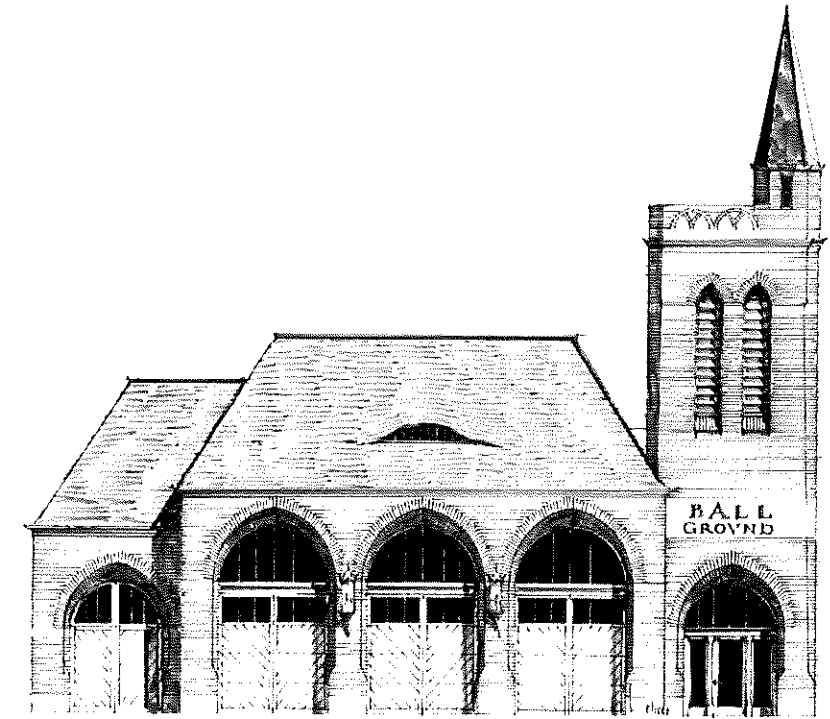
Renovated Historic Buildings - *David Carney*



Renovated Historic Buildings - *Raul Torres*



Renovated Historic Building - *Raul Torres*



Ball Ground Fire Station - Lew Oliver



Lions Field - Robert H. Pulliam

### Civic and Religious Architecture

The designs for the civic buildings are inspired by the Gothic, Romanesque, and Stick Style architecture of the late 19th century. These Victorian styles were constructed throughout the region and are evident in many of Ball Ground's structures, past and present. The designs presented here are examples of how these styles connect with Ball Ground's architectural past and programmatic needs of the present. The proposed Fire station and new façade for Lion's Field are heavily influenced by the Romanesque style of H. H. Richardson, the 19th century architect that popularized this bold Victorian style nationally, especially making it ubiquitous across the south. Made of brick and stone, Romanesque lines evoke a weight and permanence that compliments many civic institutions.

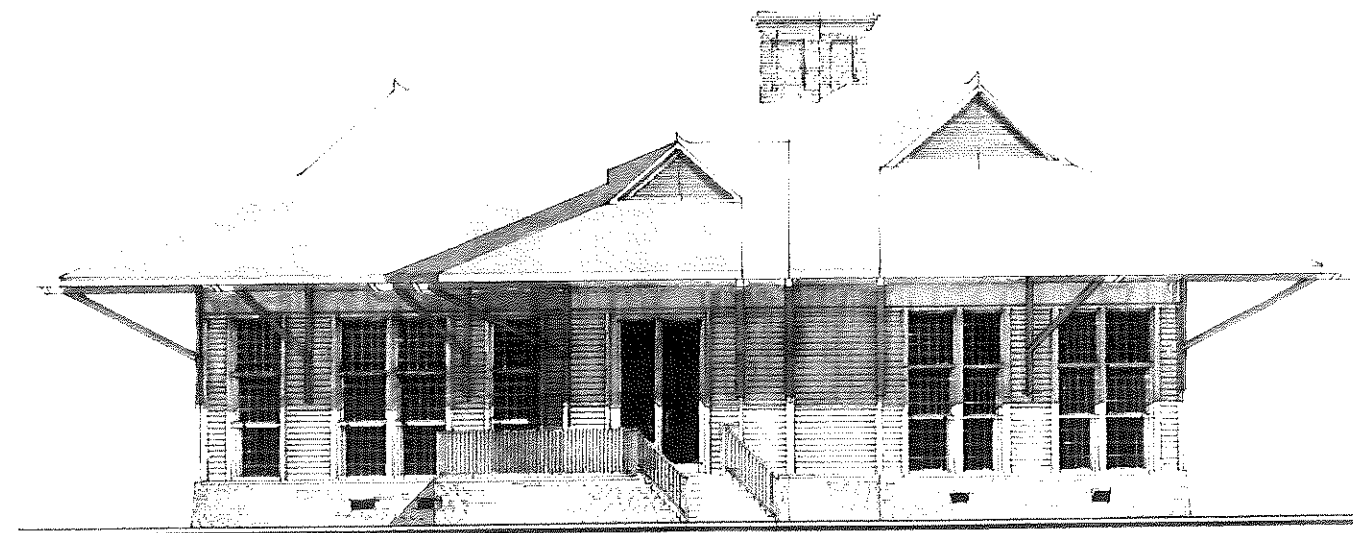
Likewise, Gothic forms with their emphasis on verticality have been for centuries associated with churches. However, these gothic forms were used extensively by the Victorians for far more than religious structures, incorporating Gothic verticality also in commercial and residential structures.

Shown here is a Gothic inspired church that is both simple and elegant and recalls the small neighborhood churches that once stood in Ball Ground and served its people.

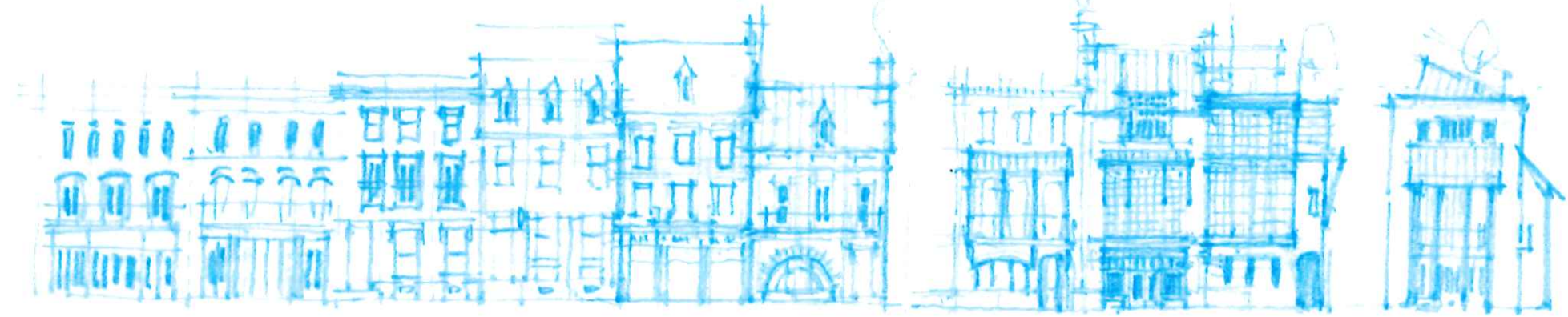
No town whose history is as inexorably tied to the railroad as Ball Ground's would be complete without architecturally referencing a train depot. Ball Ground lost its depot some time ago, but a new structure that evokes the Stick Style of this region's train depots seem to be in order. This design references the near identical depots constructed by the Marietta & North Georgia Railroad Company at every stop along its line. While the depot is important to the town's character, its presence should not define the town's image; as such the design team deliberately kept the building relatively small and unobtrusive, not unlike the original depot. In the future, a light rail transit system might link the cities of Cherokee County, and this building can certainly fill the need of an actual railroad depot. But, until then the building might be adapted for commercial uses.



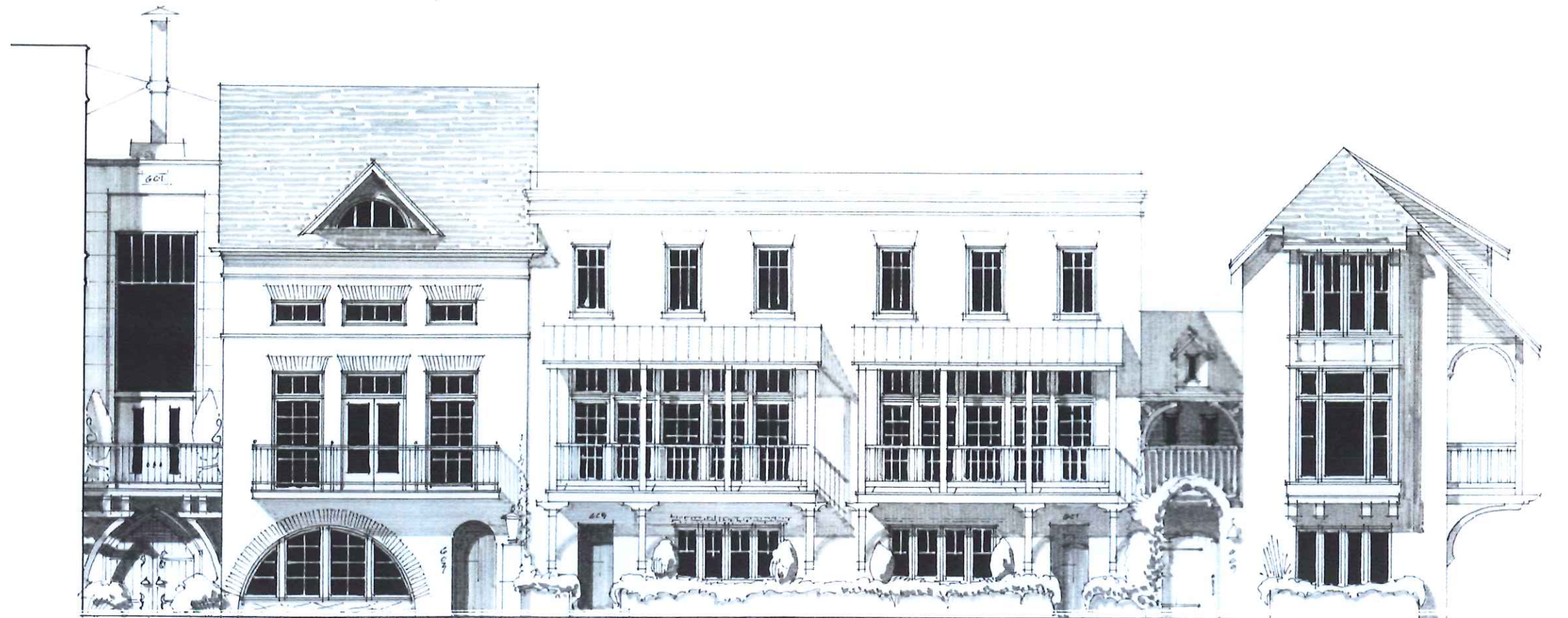
Church - Lew Oliver



Railroad Depot - Robert H. Pulliam



Townhome Studies - *Mike Thompson*



Townhomes - *Mike Thompson*



### Townhouse and Commercial Architecture

Ball Ground's historic downtown, as well as its new areas of development, are commercial centers that require commercial buildings. In the case of the historic downtown, the restored historic buildings are married with new infill buildings to achieve the density necessary to handle the probable growth of the town. Early 20th century vernacular commercial structures define the existing main street, and shown here are several appropriate designs that compliment this character of the existing downtown. Many of these designs incorporate a condominium on the second (or third) floor over a retail space on the main floor. Likewise, live/work units that join the profitability of retail spaces with the convenience of living on-site make up a desirable building type. These buildings can also easily handle office or additional business functions.

The town's manufacturing past is referenced by townhouses that have a distinct industrial flavor to them. This helps to underscore the town's many historical facets, light manufacturing and marble processing included. Other townhouse designs reflect the Victorian and Craftsman influence on the town's architectural history and ties into the town's major growth periods of the late 19th century and first two decades of the 20th century.



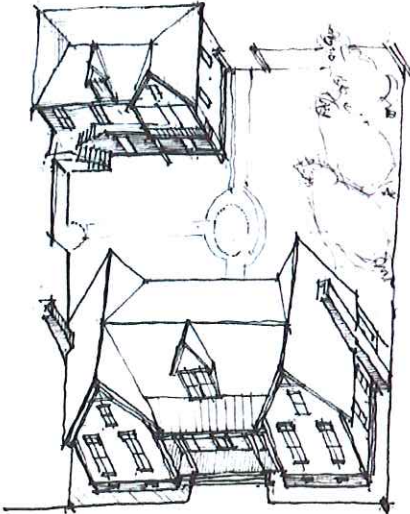
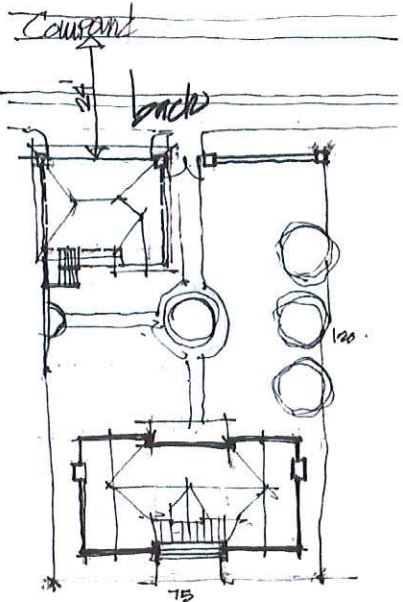
Townhomes - Mike Thompson



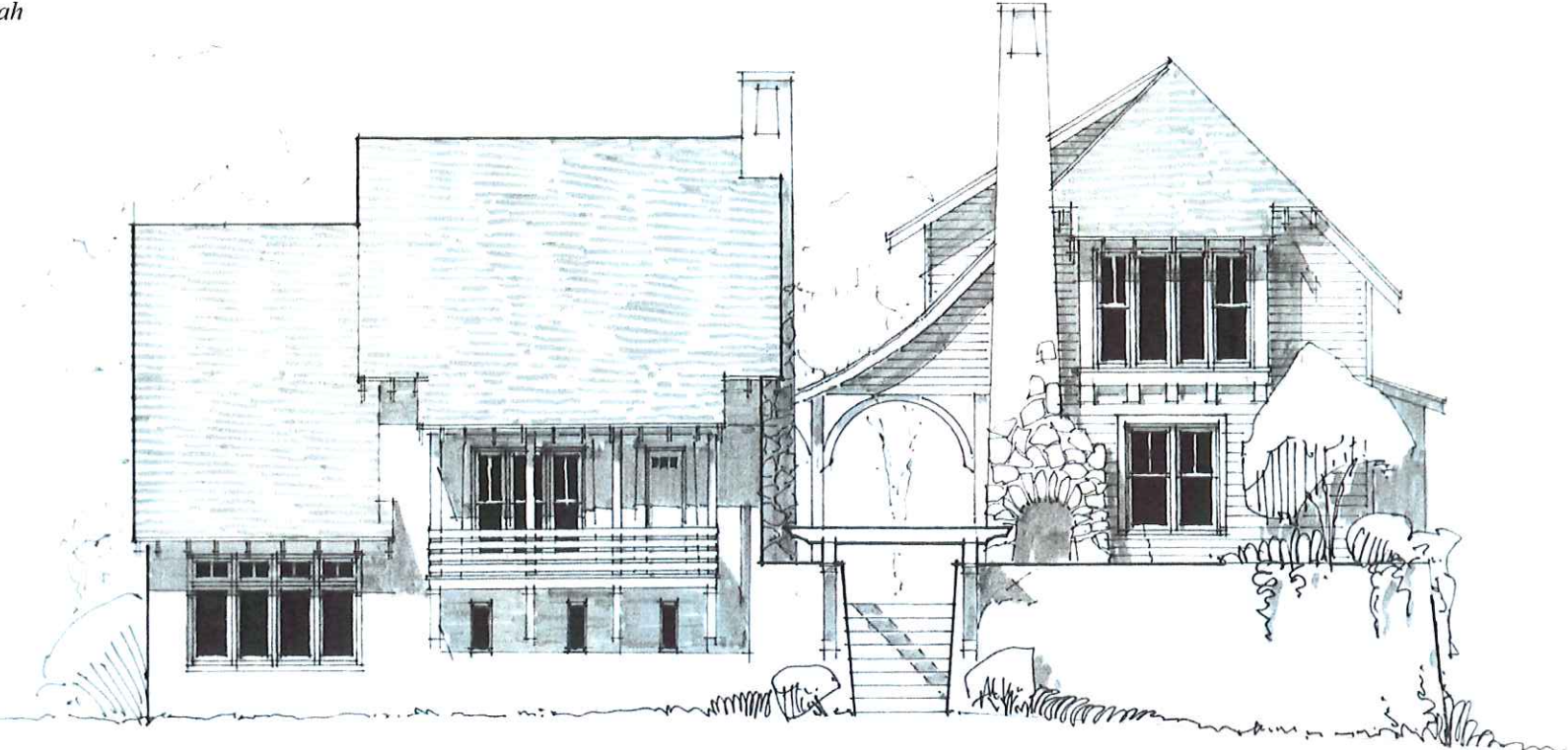
Commercial and Live/Work Buildings - Mike Thompson/Raul Torres



Live/Work Buildings - Robert H. Pulliam



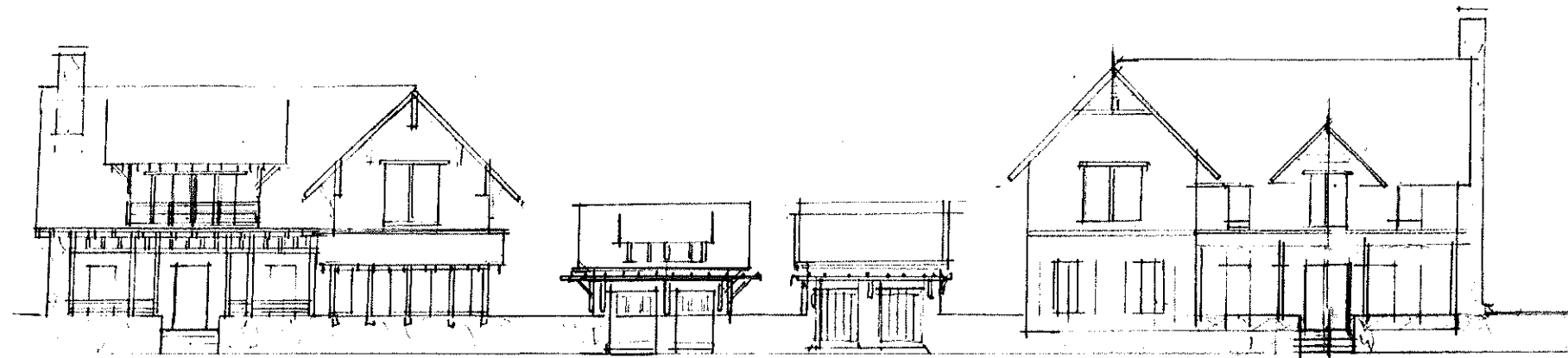
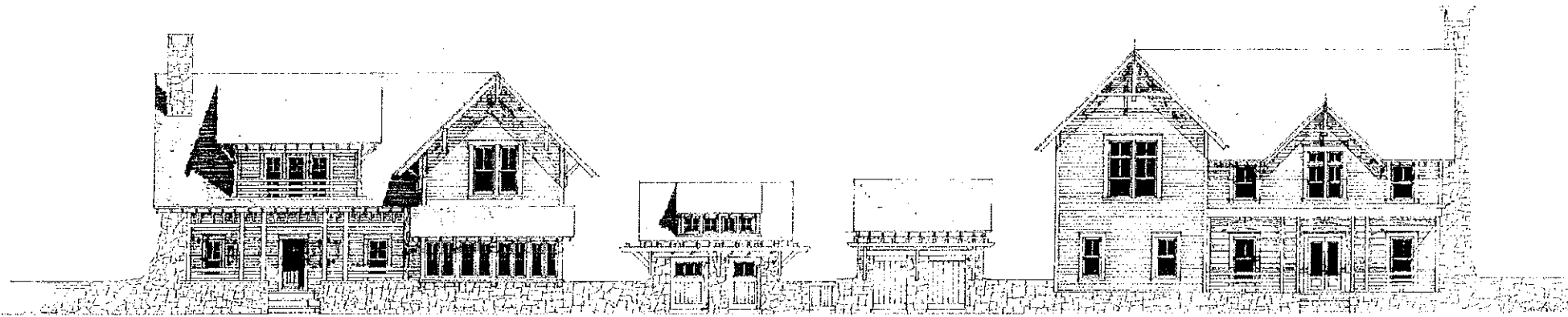
Compound House - Chip Murrah



Compound House - Mike Thompson

Compound Houses

Compound houses were a popular and common building type of 19th and early 20th century urban planning. The residential lot is defined by a complete enclosure within which a main house is built and several ancillary structures are built. Garages, guest houses, storage buildings, garden nurseries, and gatehouses are all examples of secondary structures that help define the yard of a compound house. Often the exterior walls of these buildings become the enclosing yard walls themselves, tying the buildings, walls, and yards together in an inseparable whole. Shown here are examples of compound houses in the styles appropriate to Ball Ground's architectural heritage. These designs are essentially vernacular buildings with Carpenter Gothic, Victorian, and even Craftsman details.

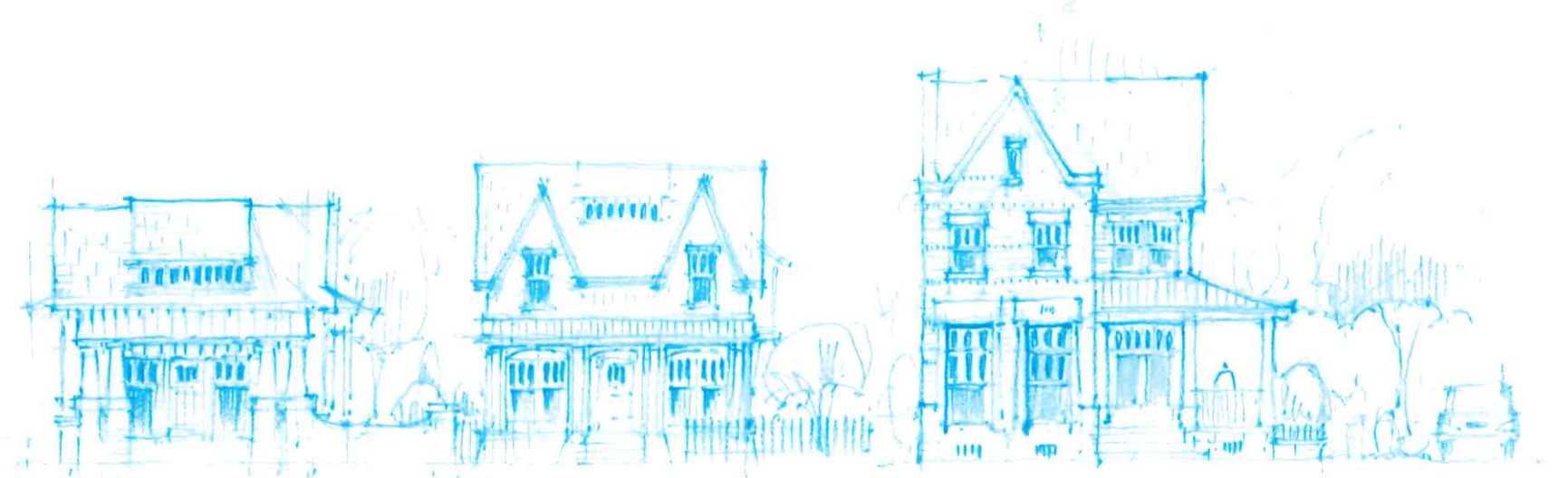


Compound House - *Julie Sanford*

# Architecture

## Single-Family Houses

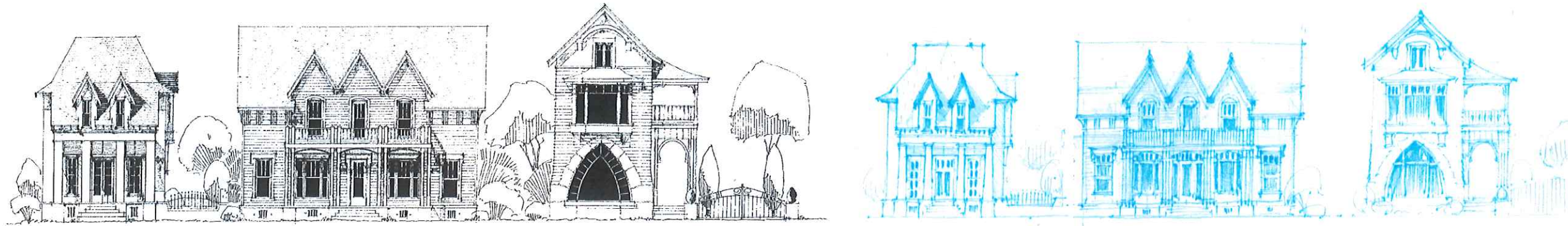
The single family house is the most common building block of urban design; as such, it has the most variation of any building type. Houses are commonly sized for the widths of the lots they intend to occupy, and the common widths for single family houses in Ball Ground's new construction are 40 feet, 50 feet, and 60 feet wide (see the Urban Design section for more information on building typologies). Shown on these pages are designs for several configurations and widths. Since single family houses in the T4 Transect (see the Urban Design section) are serviced by alleys, they require a rear garage or rear detached garage. In addition, many of the narrower houses benefit from private side yards framed by the house, a detached (or semi-detached) garage, the neighbor's house, and possibly fences. These yards, despite their relatively small size, provide a surprising amount of privacy and outdoor space, and yield a great value for the amount of land used. Such good design, architectural and urban working in concert, not only draws from the superb aesthetics of towns of the past, but it also shows that such economy and affordability have a style and taste that far outstrips conventional homes that are many times more expensive.



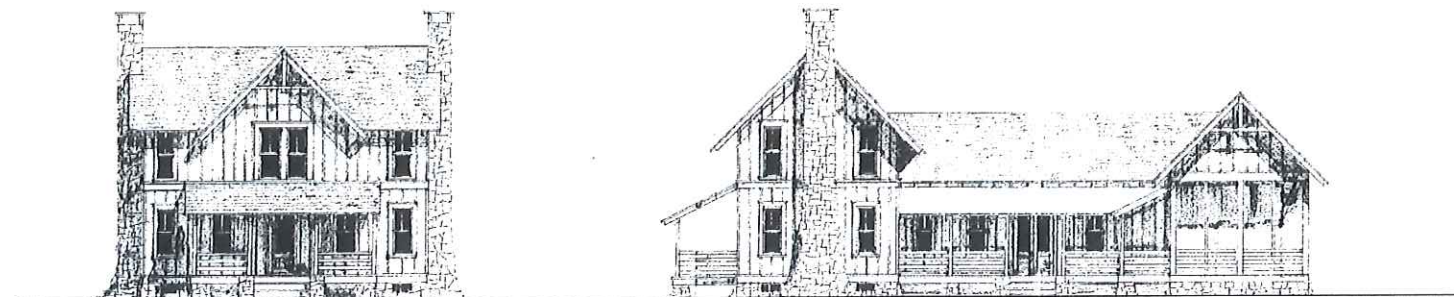
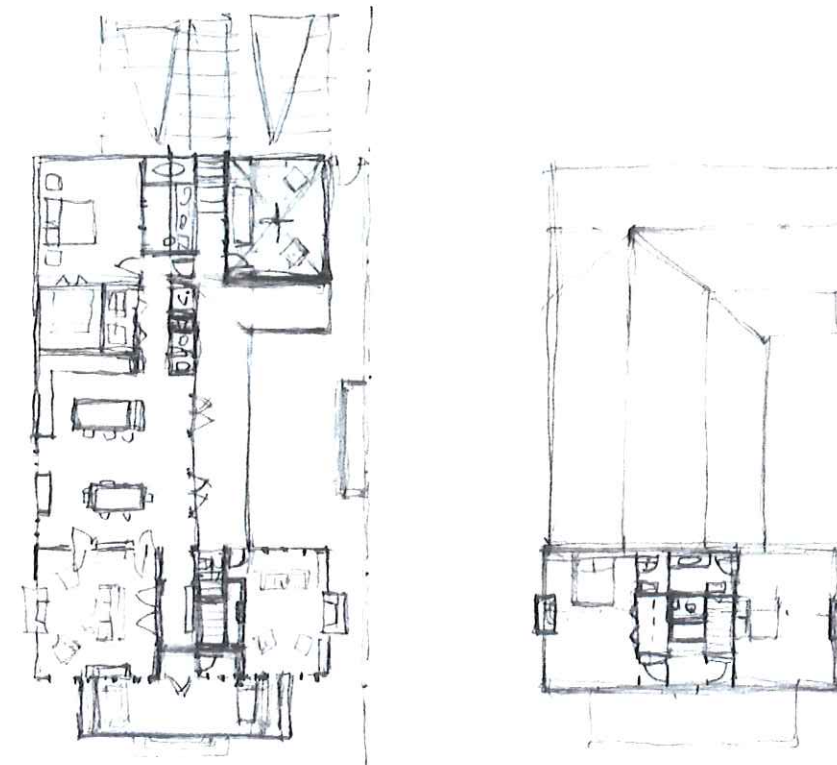
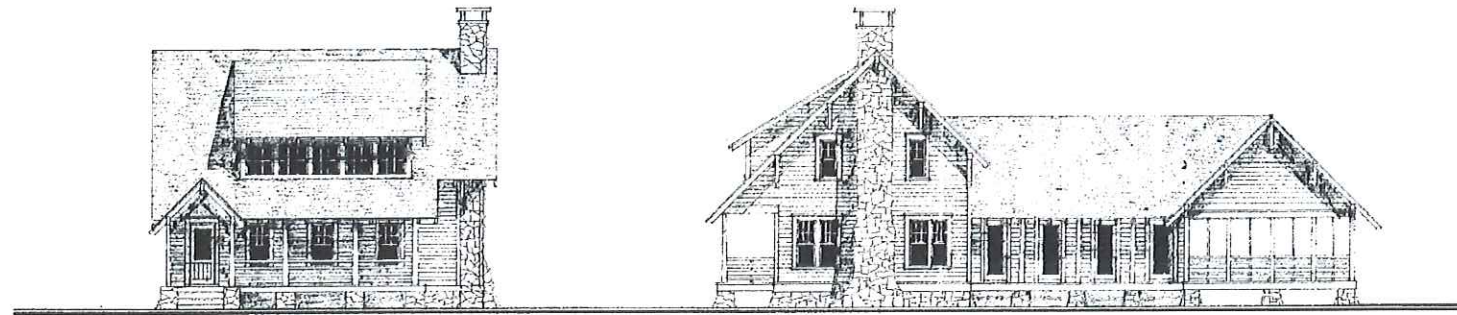
Studies for Single Family Houses - Mike Thompson



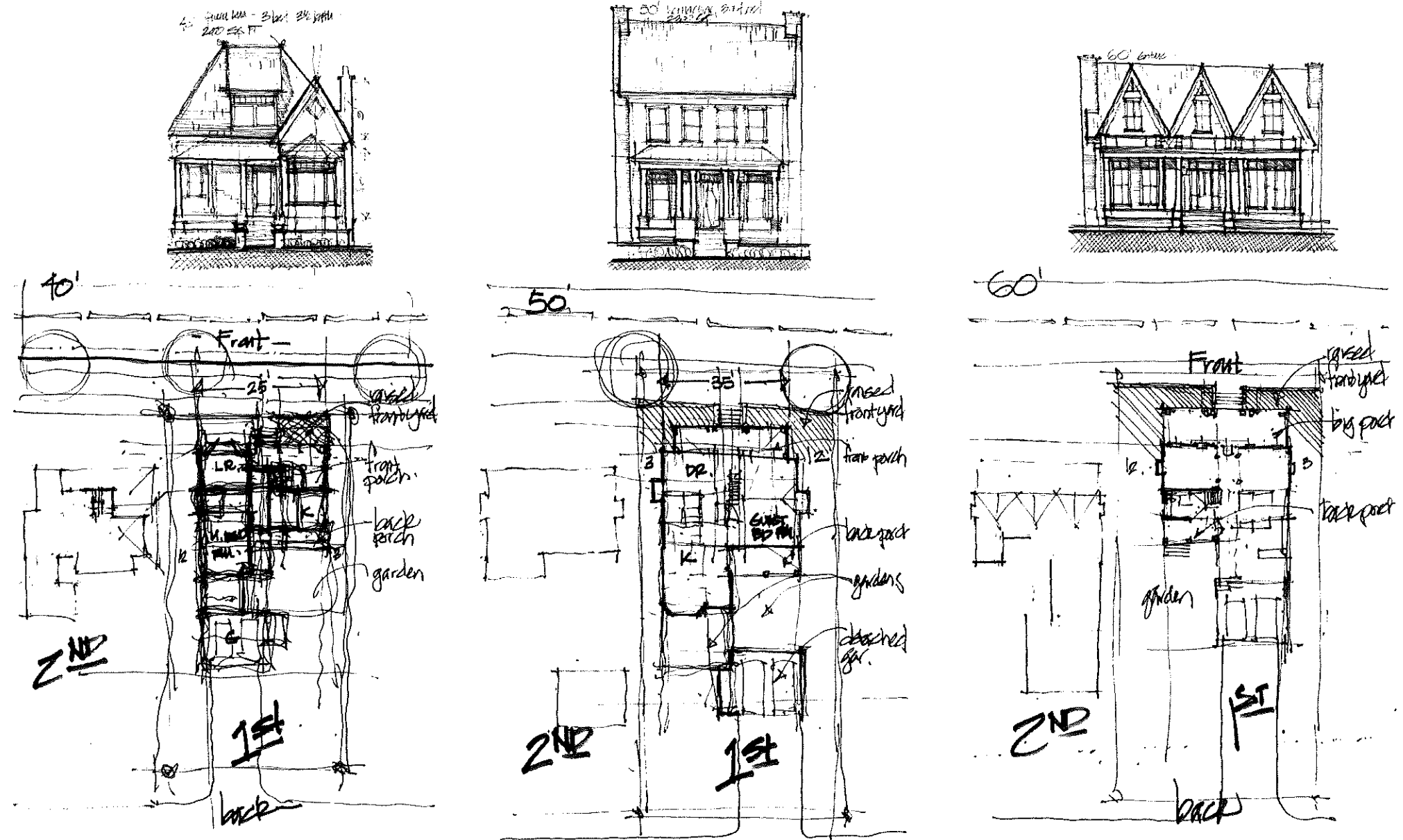
Single Family Houses - Mike Thompson



Single Family Houses - *Mike Thompson*



Single Family House - *Julie Sanford*



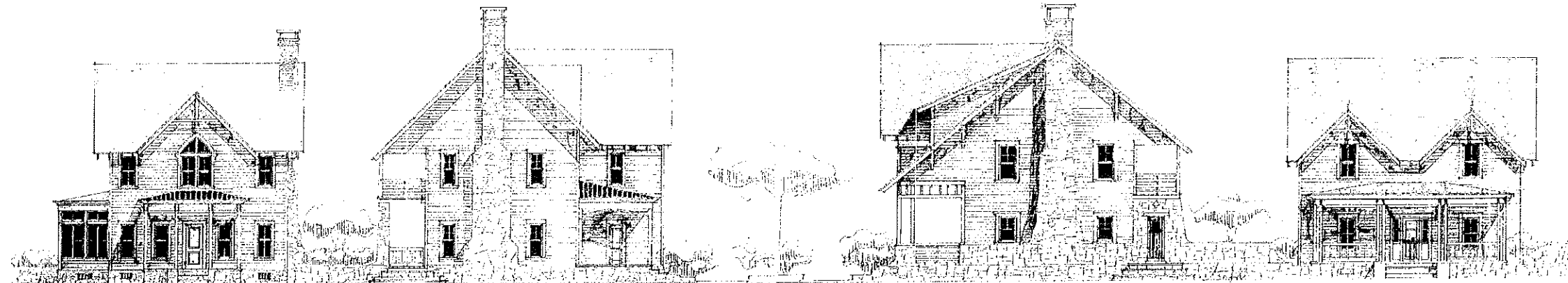
Studies for Single Family Houses - Chip Murrell

### Single-Family Houses

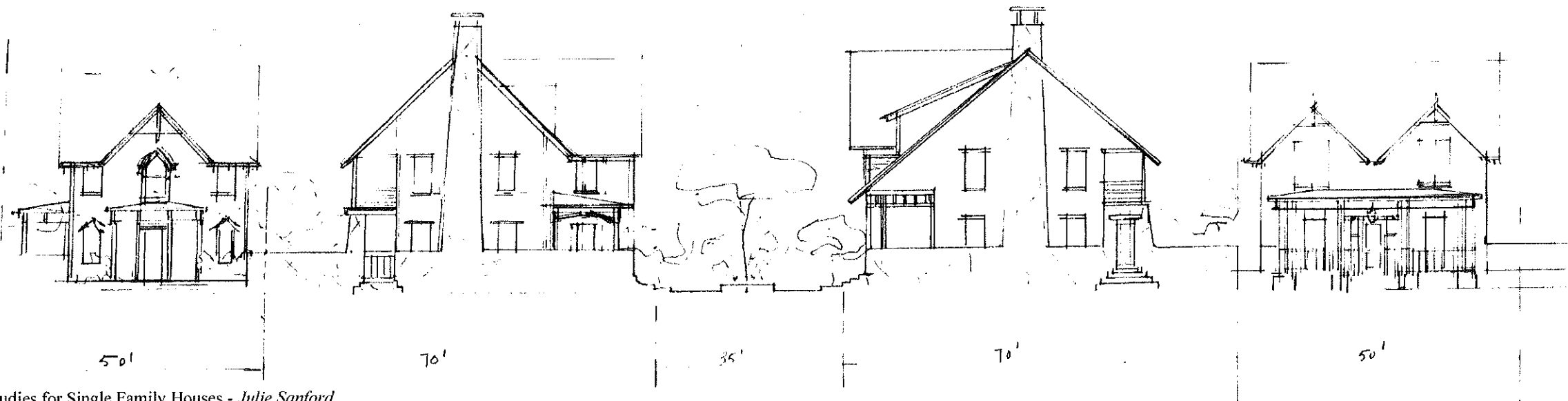
Like the compound houses shown earlier, the designs on these pages draw on the Carpenter Gothic, Victorian, and Craftsman traditions of Ball Ground. Some are close followers of the historic styles, almost indistinguishable from actual historic buildings standing nearby, while others are contemporary interoperations that, while reminiscent of historical styles, are indeed modern. All are designed to embrace and even enhance Ball Ground's particular form of historic architecture.



Single Family Houses - *Chip Murrah*



Single Family Houses - *Julie Sanford*



Studies for Single Family Houses - *Julie Sanford*

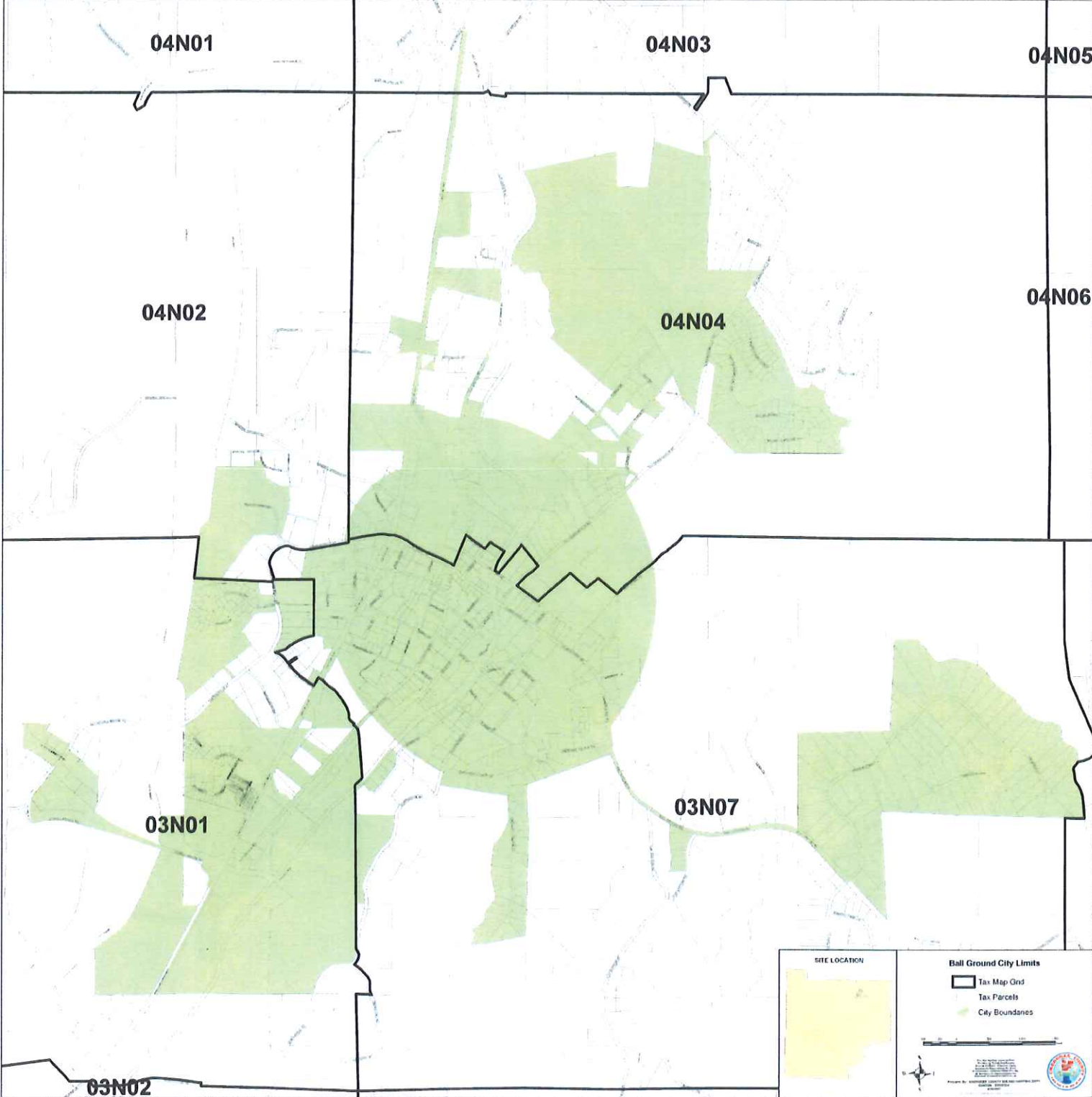
Topography





# Existing Site Conditions

Lot Lines and Right-of-ways



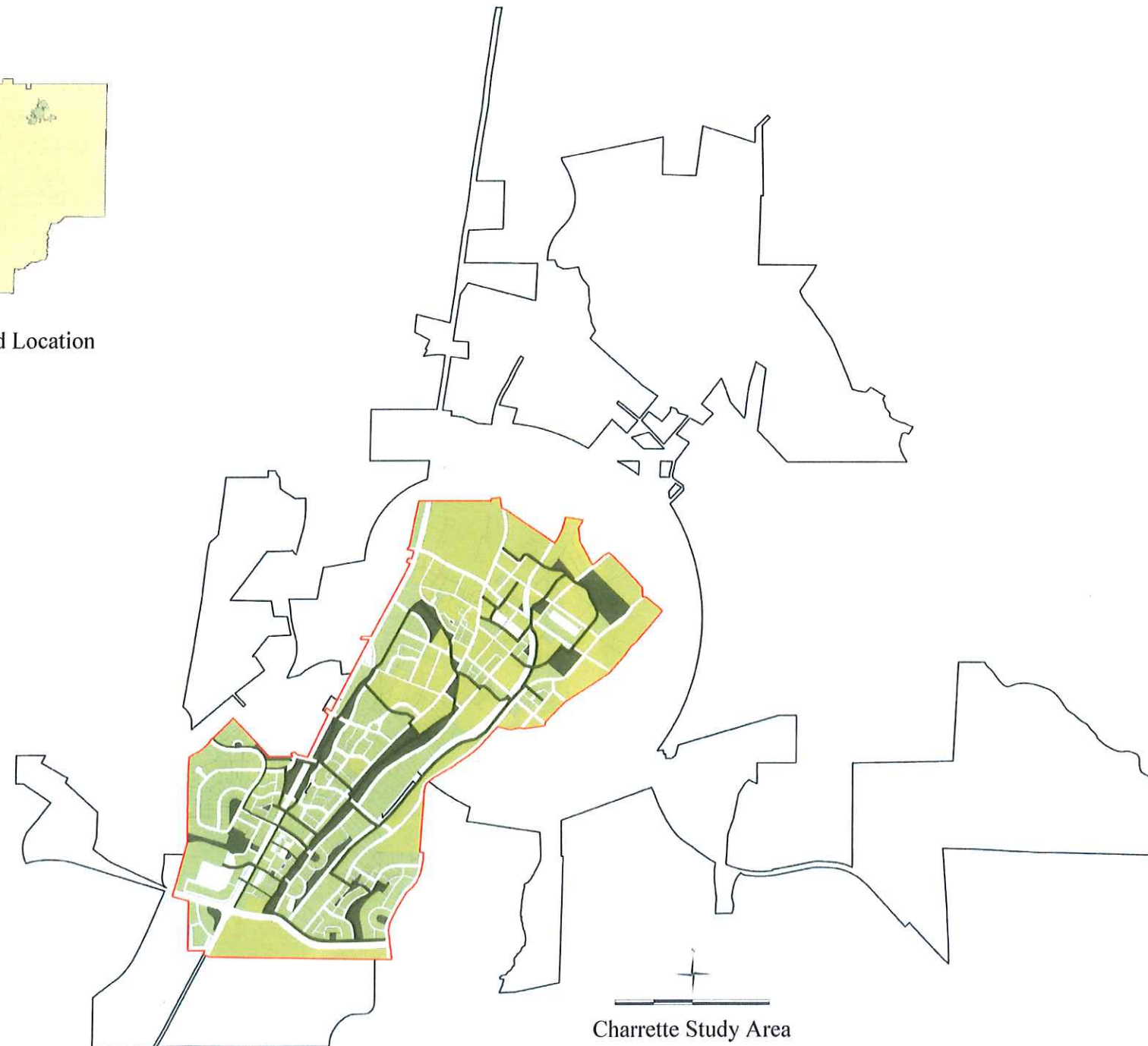
Aerial Photography



### Charrette Study Area



Ball Ground Location



Charrette Study Area

One of the important functions of the charrette is to identify areas that have a particular impact on the growth of the town. The existing downtown, centered on Gilmer Ferry Road, is certainly an area that is critical to the town's future success. In addition, the development occurring around the intersection of Howell Bridge Road, Canton Highway and I-575 begs serious scrutiny as the town attempts to control the functional and aesthetic nature of its growth. The charrette team determined that the relationship between these two important areas—one historic and one a future reality—was the essential problem to be solved.

The design team created a Charrette Study Area encompassing these two important areas and the space between them. It is bordered on the north a block up from Gilmer Ferry along Groover Street and on the south by Howell Bridge Road. The west is bordered by Canton Highway and the area extends east to Northridge Road and follows the rail line toward the south.

The dual urban character of the study area creates a challenging design problem: linking the old with the new and preserving a unified town identity while doing so. The design team decided that the primary tool for tying the town together should be a network of pedestrian (bicycle and even electric cart as well) thoroughfares called Green Streets. Originally postulated by Christopher Alexander in *A Pattern Language*, Green Streets are roads that are limited to pedestrian, bicycle, and electric cart traffic. Without automobile traffic, such a street becomes a forum for human interaction as opposed to the absence of such interaction instilled by the insulating effect of riding in a car. Green Streets function at a scale and pace that is fundamentally more human than thoroughfares designed around the needs of automobiles. They encourage social interaction in their walkable neighborhoods while at the same time discourage short, local car trips. They provide a canvas for the charm that American towns once had but have lost.

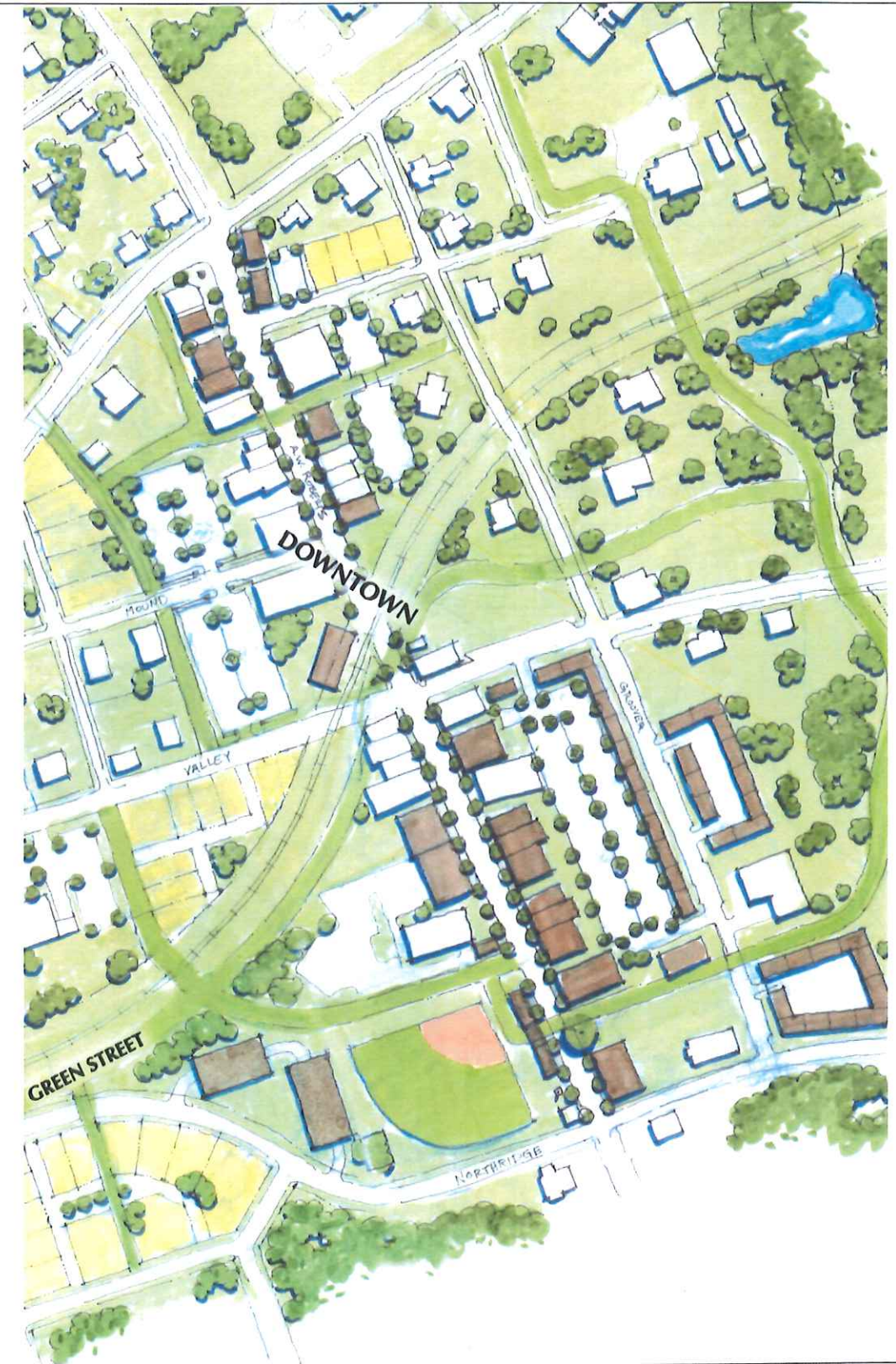
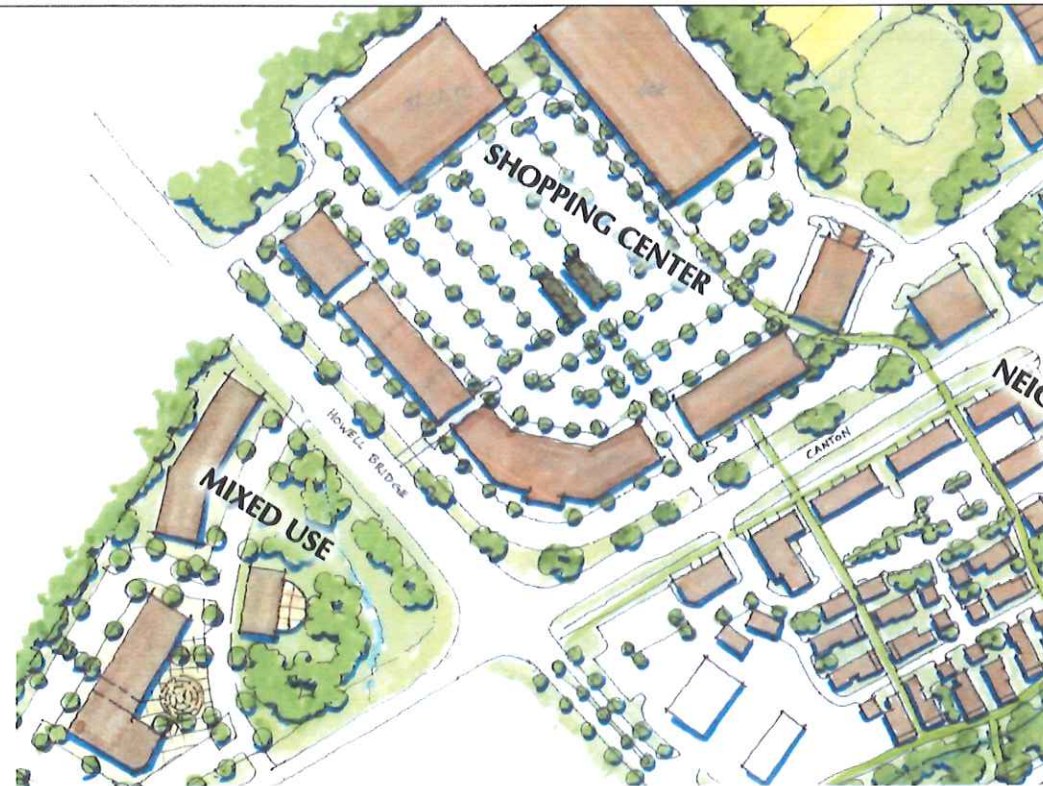
Ball Ground's Green Streets are a system that can be extended far beyond the Charrette Study Area. They can link future nodes of development as well as the vibrant natural amenities of the local area into a continuous, connected network. They can merge seamlessly into the rural trails and scenic paths indigenous to the area. The Green Streets can even tap into larger natural areas such as the proposed North Georgia Conservation Loop, a five county natural preserve which is projected to run along nearby Long Swamp Creek.

# Urban Design

## Illustrative Site Plan

This Illustrative Site Plan of Ball Ground shows how the town could grow while at the same time preserving its past and charm. Existing buildings are shown as white footprints and new construction is shown as gray footprints (many residential lots are shown without footprints for clarity). This plan illustrates the relationship between the historic downtown area and the development in the Howell Bridge Road area. The plan also demonstrates the different character of the two and the energy created by connecting them with a series of thoroughfares and Green Streets. The historic downtown area retains its nature as a commercial corridor, framed and defined by historic and infill buildings. The new commercial area exists primarily as a collection of relatively dense commercial and mixed use projects. Specifically, a shopping center, a mixed use development, a neighborhood retail center, and even a light industrial area are provided. While these projects are new construction, they will be required to follow the example of the downtown in that they must have facades that line their streets with little or no setback. This zero-setback form of development reinforces the urban character of even a small rural town. It establishes a sense of place defined by architectural facades as opposed to undefined fields of parking contributing to urban sprawl. Where necessary, parking is provided within the center of the urban block, or where financially justified, in parking decks that can be architecturally screened from the street. Additionally, on-street parking is provided throughout the study area adding energy to the shopping districts.

The connective urban fabric between these areas provides most of the land for the development of residential projects. These residential areas are served by a variety of thoroughfares: drives, lanes, and Green Streets as well as larger inter-neighborhood streets. While all of the streets are pedestrian in scale, there is a variety of choices available to the visitor and residents ranging from walking to more direct automobile passages. Single family homes make up the majority of the historic residences in Ball Ground. Consequentially, the new construction follows the same pattern. Most of the area available for redevelopment between the historic and new commercial nodes is set aside for single family homes of various sizes and lot densities (refer to the section on Transect Zoning for more information on controlling densities). However, the design team included several areas for townhomes, condominiums and other forms of higher density housing as well. The total effect of this design is to reflect the charming historic towns of north Georgia, both in their commercial and residential realms.





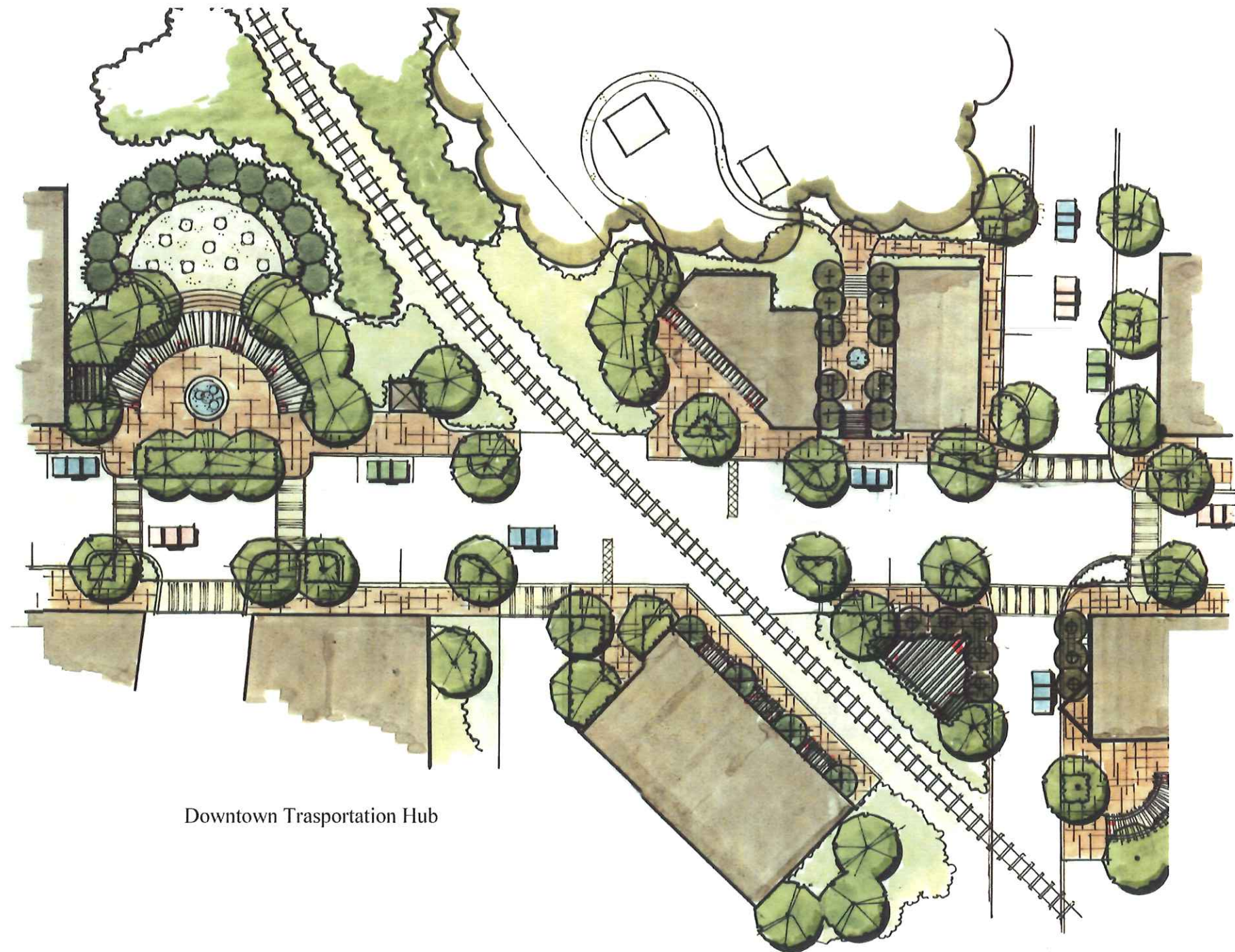
# Urban Design

## Illustrative Hubs:

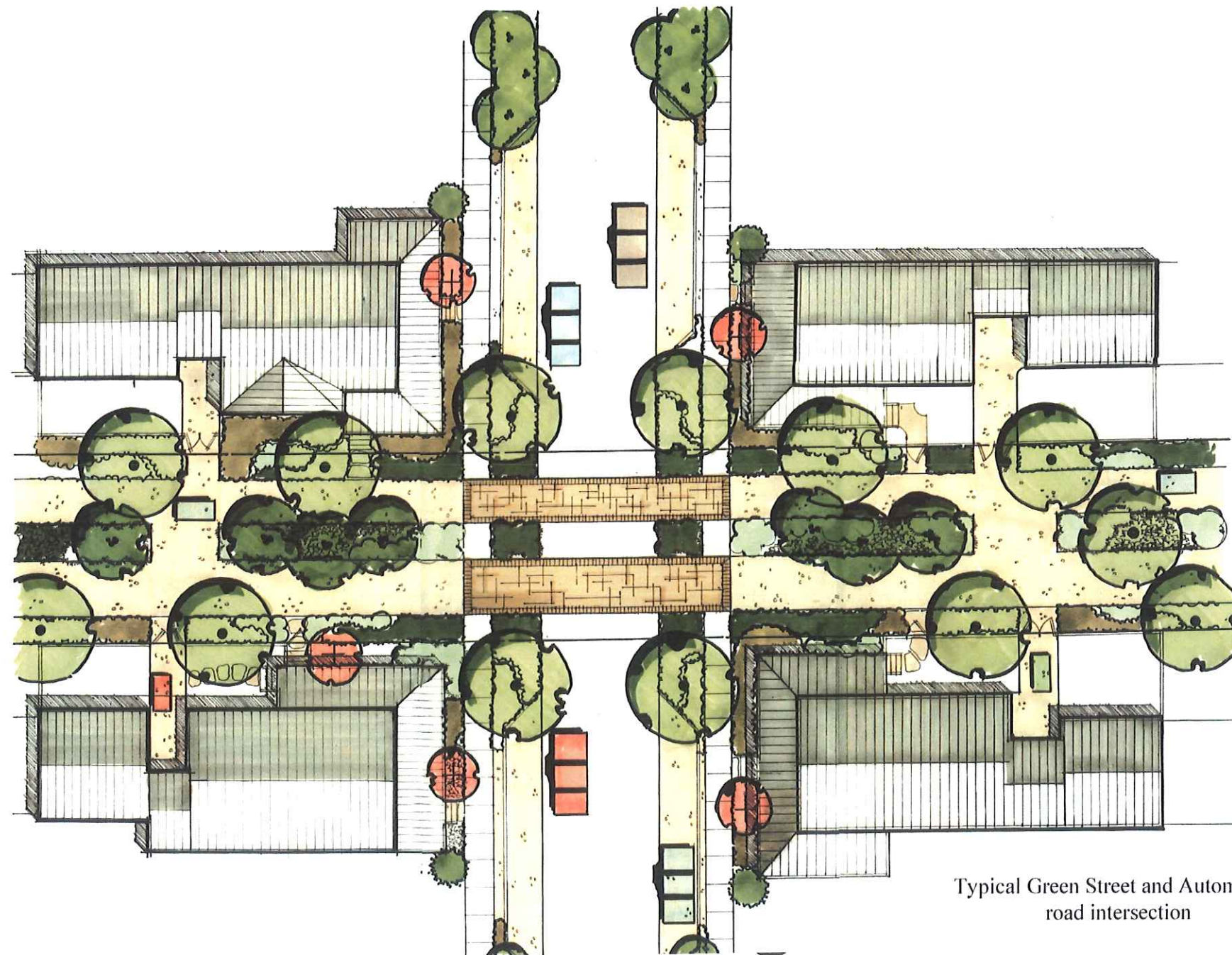
A major area of interest in the historic downtown area is the intersection of the rail line and Gilmer Ferry Road. The geographical and emotional center of the city, this area is envisioned by the design team as an important civic asset to be underscored and enhanced to become the functional center of town as well. Not being a county seat, Ball Ground was never organized around a courthouse square. It was a town that largely owes its growth to the railroad and the design team envisioned a series of improvements to breath new life into this important historic place. The public park on the north side of the tracks is enlarged and designed to become an important gathering place. Outdoor eating areas serviced by the local restaurants, a series of fountains, as well as a memorial marker all contribute to the public realm. The remainder of the park remains as an open area for gatherings large and small. On the south side of the main street, the railroad depot is rebuilt as an important icon of the city's past. It serves as a facility for shopping and restaurants until the rail line can be redeveloped into a light rail connection to the south. Interstitial spaces provide many opportunities for public gathering, trellised seating areas, and other pedestrian needs all servicing the adjacent retail and commercial establishments.

Green Streets are an important aspect the design team's vision of the revitalized town. The relationship between the connection of the realm of the automobile and the realm of the pedestrian is a critical one. In most conditions, it is desirable to control the speed of cars moving along neighborhood thoroughfares. This is done with a variety of methods all working in concert. Narrow right-of-ways constrict the flow of traffic and thereby slow it. And, in this scheme, electric cart traffic and pedestrian walks cross an automobile street on elevated humps. The intersection is also signaled to give pedestrians and carts preference and to make the intersection safer for this preferred traffic. A network of such intersections has the effect of calming traffic, further enhancing the walkability of the town.

Another traffic calming method is on-street parking along roads. This not only slows traffic, but it helps to make those on the sidewalks more comfortable by providing an insulating zone of parked cars. In shopping districts, helping individuals become more comfortable walking along the sidewalks actually promote thriving businesses.



Downtown Transportation Hub



Typical Green Street and Automobile  
road intersection

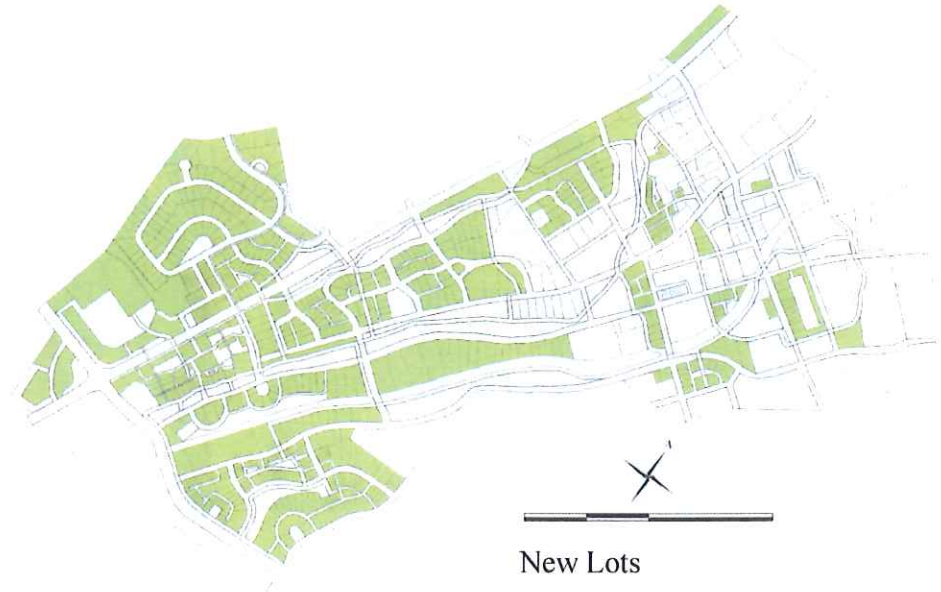
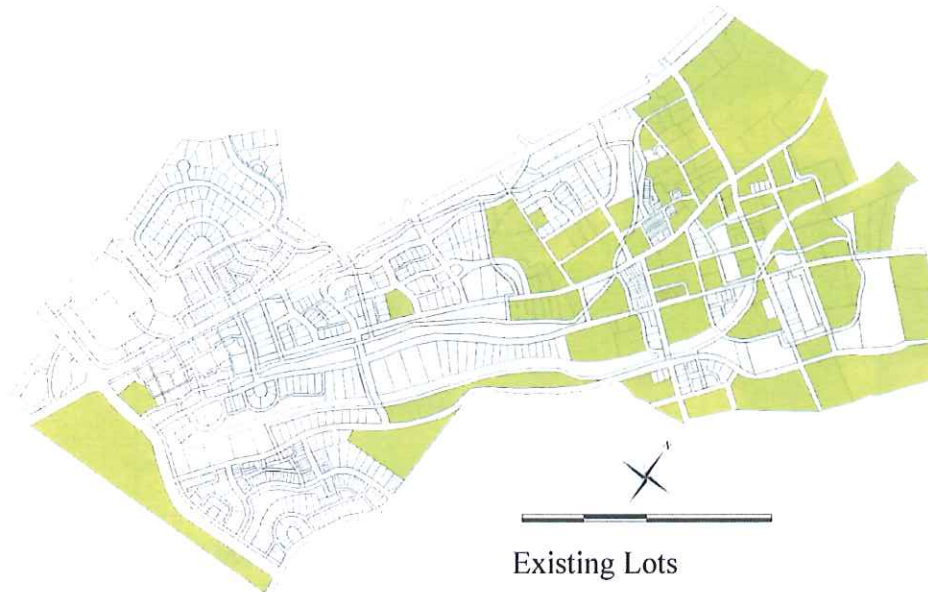
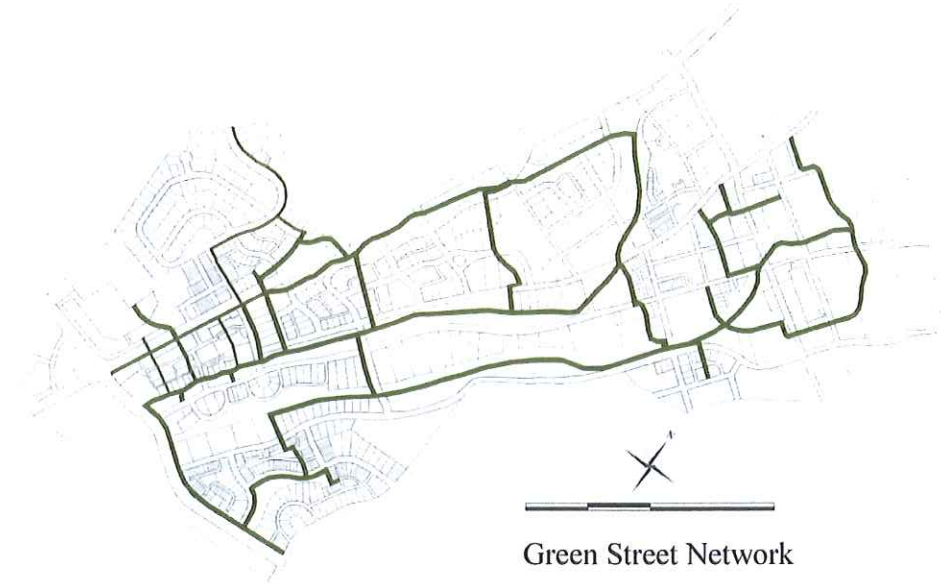
# Urban Design

## Master Plan

What is readily apparent in these Master Plan drawings is the organizing structure of the Green Streets and related green spaces. The design team arranged the Green Streets as the primary connective influence that runs throughout the town. These human scaled thoroughfares link the two major areas of commercial development (the historic downtown and the contemporary Howell Bridge Road development) with a network of walkable roads that are interactive with the automobile streets but are distinct from them. Together with plentiful green spaces such as organized parks and even preserved and undeveloped open spaces, the Green Street/green space network provides fertile ground for any number of residential developments as well as protection and preservation of the town's historic structures and their settings.

Also apparent on this Master Plan are the positions of private and public lots. The lots are serviced by a system of thoroughfares ranging from alleys to Green Streets, from neighborhood lanes to divided boulevards. Regardless of how the transportation systems connect them, the lots represent the fundamental building block of the town. The design team was careful to preserve not only important or historic lots (and their built structures), but also the historic right-of-ways. However, in areas where it was imperative to control the town's growth and embrace redevelopment, existing lots were subdivided and rezoned to create new urban structures in keeping with the design goals of the town. As could be expected, the plan indicates that most of the reconfigured lots exist toward the southern half of the Charrette Study Area, while the older more historic lots toward the north are preserved and protected from haphazard redevelopment.

The overall experience of the town that is a dynamic and multifaceted one. The historic commercial downtown is preserved and revitalized with well thought-out infill development, and the historic homes in the area are preserved along with their settings. New development, a reality that must be embraced, is carefully controlled to reinforce the existing town's character; and to that end, the southern part of the master plan is designed accordingly. The social energy created between these two parts of town, both different in character but both reinforcing Ball Ground's history and sense of place, is channeled through the town's Green Streets and Parks ultimately touching every house, business, and civic institution; be they historic, new, secluded, or exuberant in character.







# Urban Design

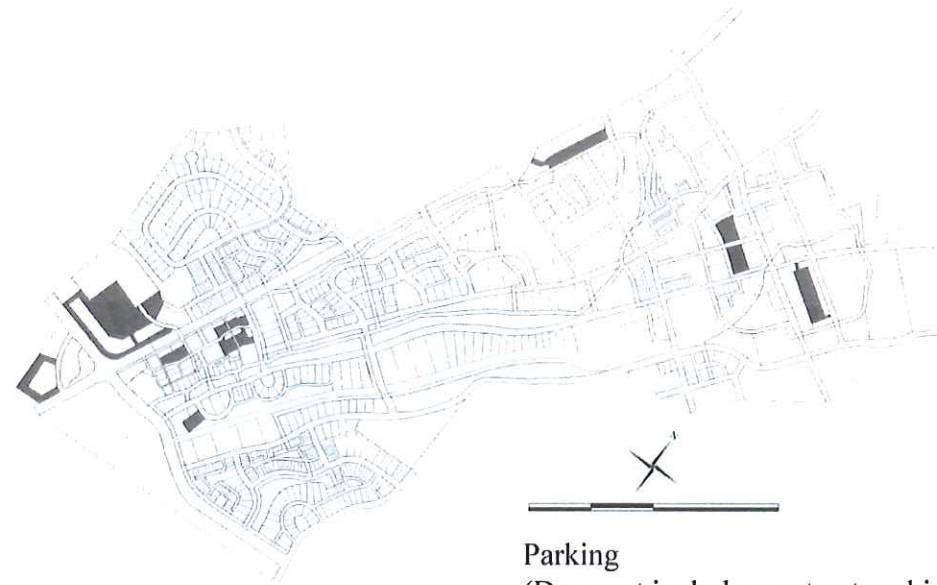
## Transportation Systems

Green Streets are an important aspect the design team's vision of the revitalized town. The relationship between the connection of the realm of the automobile and the realm of the pedestrian is a critical one, and the design team approached Ball Ground with the belief that the pedestrian thoroughfares should be elevated to the most important of the right-of-ways. This approach reverses the typical approach where automobile traffic is given priority in any network. By raising the importance of pedestrian networks, the emphasis of the town shifts to a scale that is at once more historical in character and more pleasant in which to reside. By promoting walking, it encourages local businesses over national chains, healthier lifestyles, and an active engaged populace. By extension, it also addresses any number of planning ailments that leads to urban sprawl and the loss of the town's individual identity.

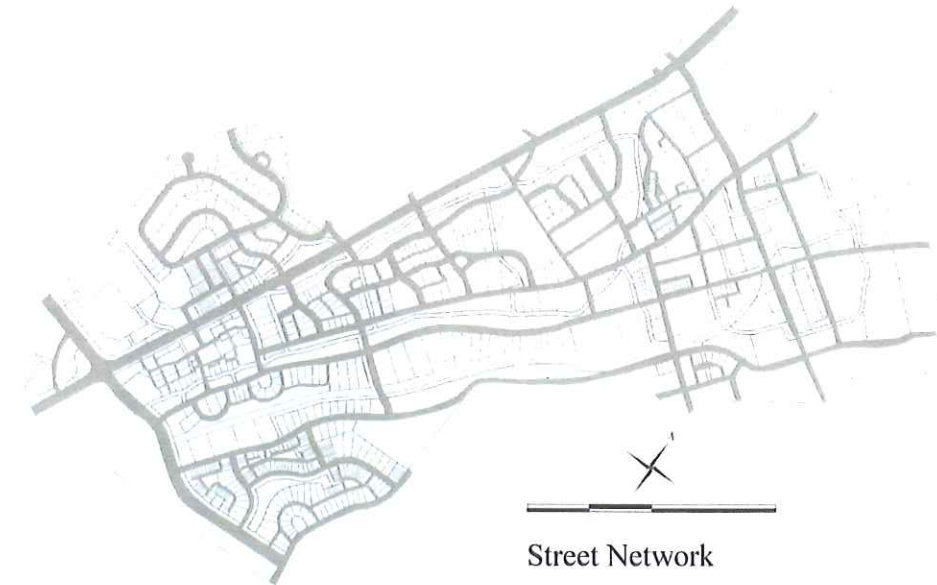
While Green Streets are an important facet to reclaiming our towns from urban sprawl, contemporary town planning must account for the reality of automobile traffic. Much of recent road design is arranged around an arterial collector system that establishes a hierarchy of streets, from small streets that funnel traffic through a single point into a large street. This pattern is repeated with successively larger collector streets. This system leads to insulated enclaves of suburban development with little or no connection to each other and little to no transportation option but to resort to a car journey. In contrast, the Ball Ground charrette plan promotes the protection of Ball Ground's historic street network and the construction of streets that expand and complement it.

The drawings here show the various networks of transportation systems and their interaction. The automobile streets are shown as a network of thoroughfares, each paying a part in the interconnectivity of the entire town. And, although various traffic calming methods are employed to slow traffic in deference to pedestrians, the interconnected road system offers dozens of combinations of routes to any destination, effectively shortening most journeys.

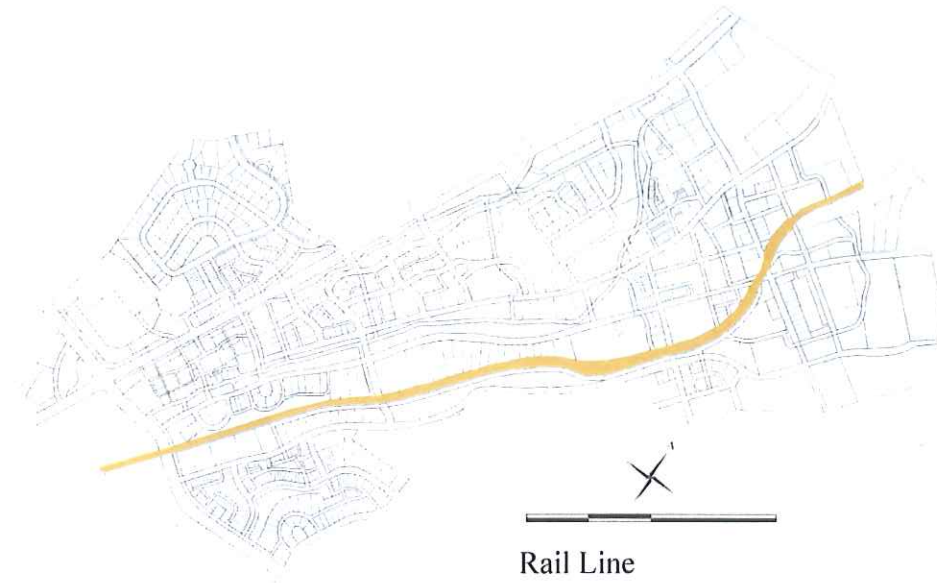
Even though the plan encourages slowing of automobile traffic throughout the town, it is realistic to embrace high speed intercity traffic as well. At Ball Ground, it is recommended that the through traffic along State Route 372, be shunted along a new boulevard along Howell Bridge Road and away from the historic downtown. Such a divided boulevard can effectively move intercity traffic at high speed while at the same time offer an inviting gateway to the revitalized town as a whole.



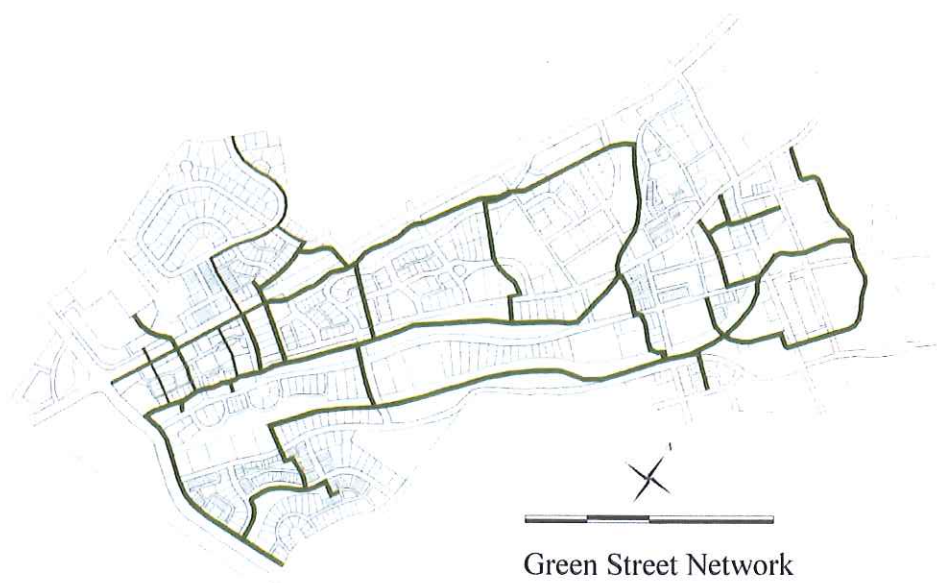
Parking  
(Does not include on-street parking)



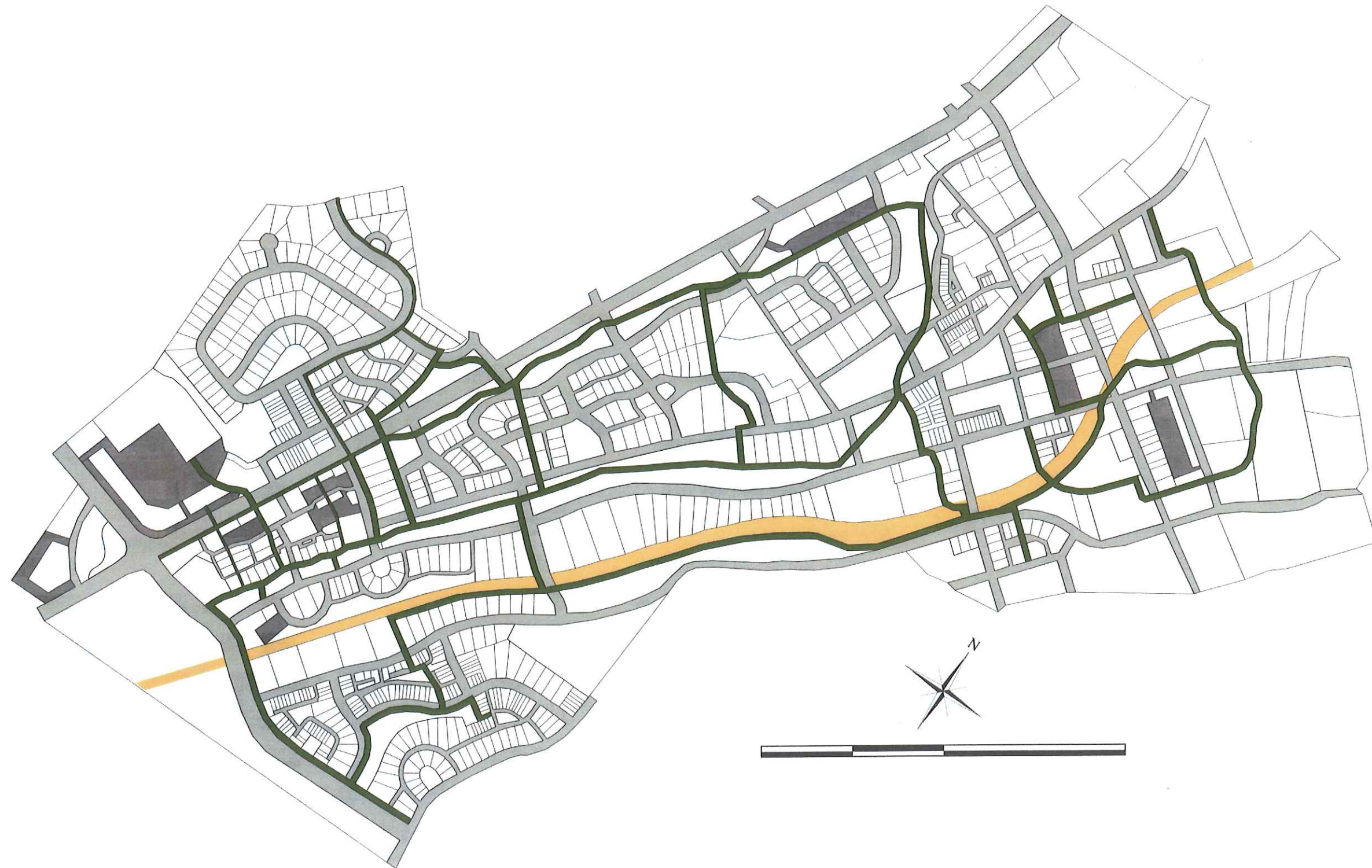
Street Network



Rail Line



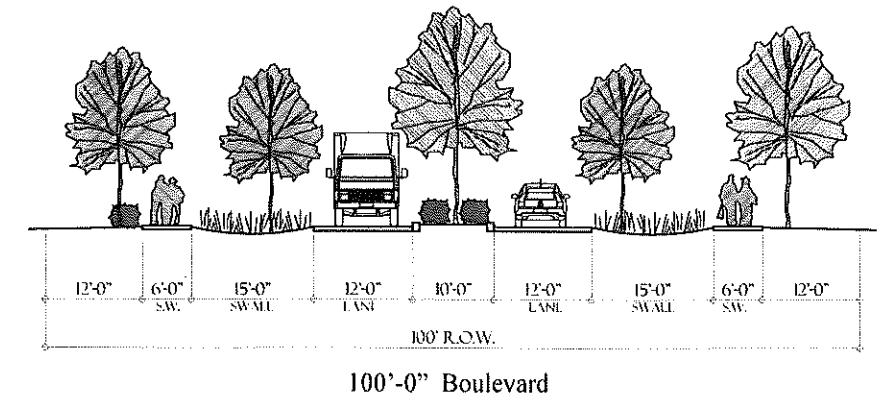
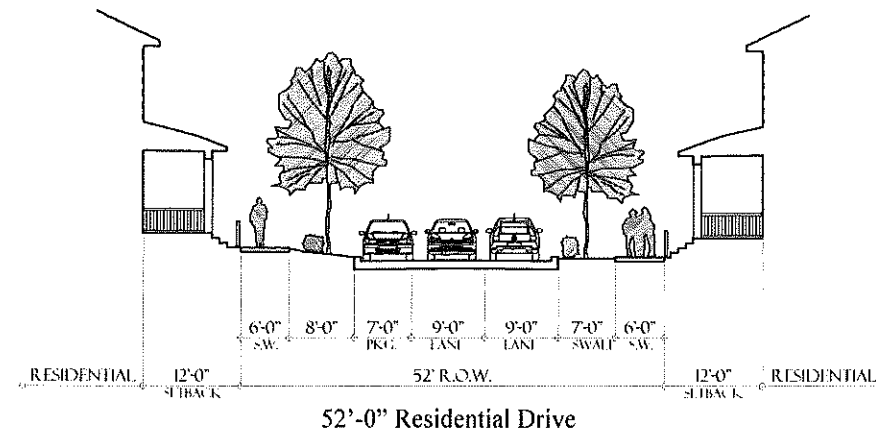
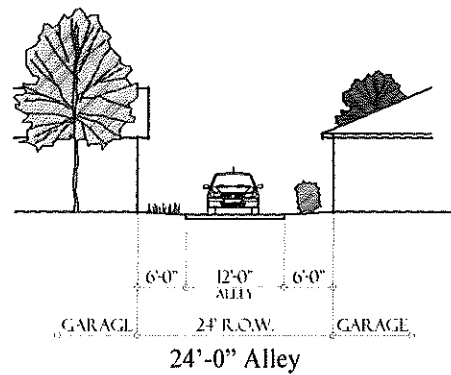
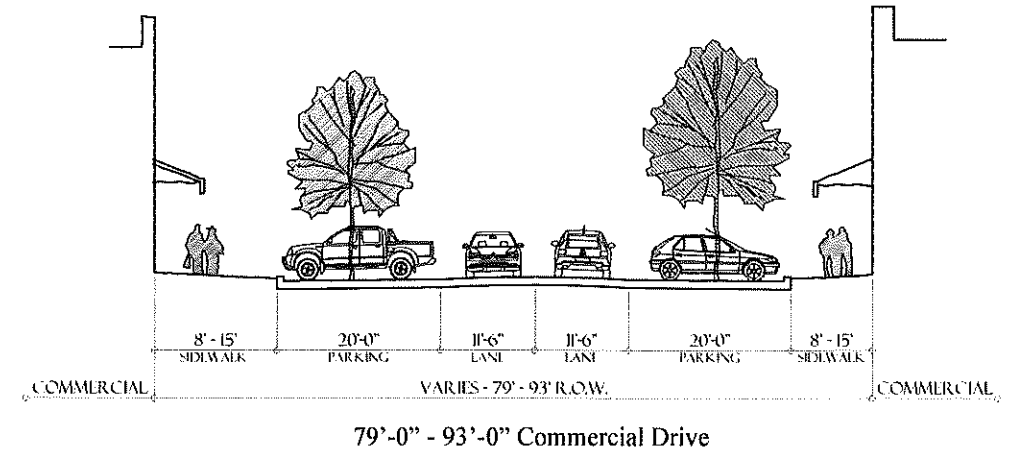
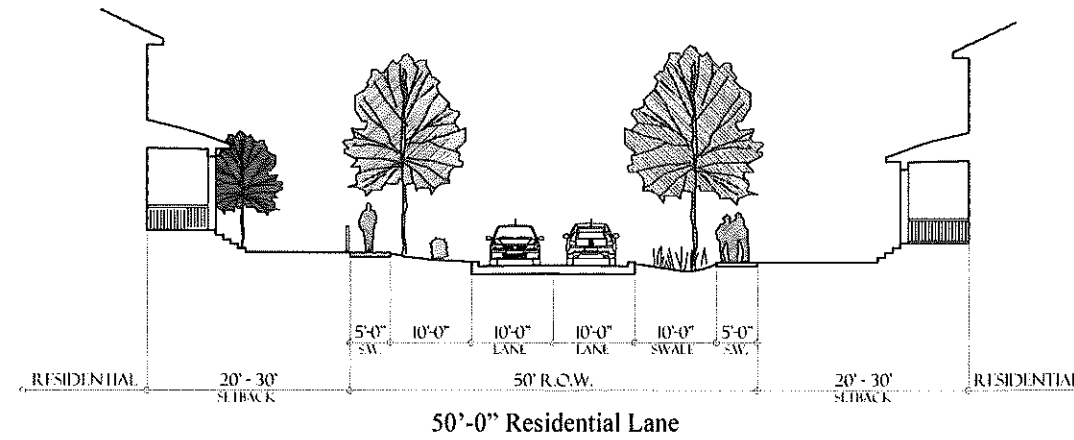
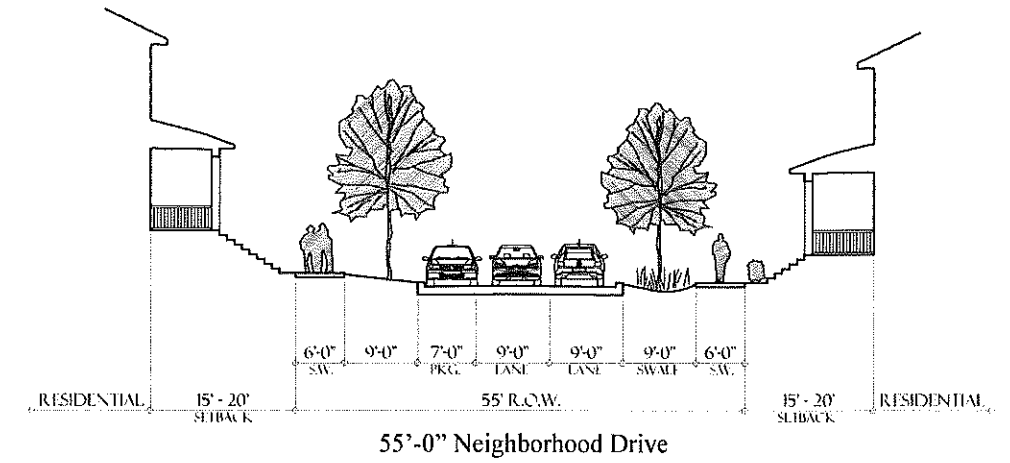
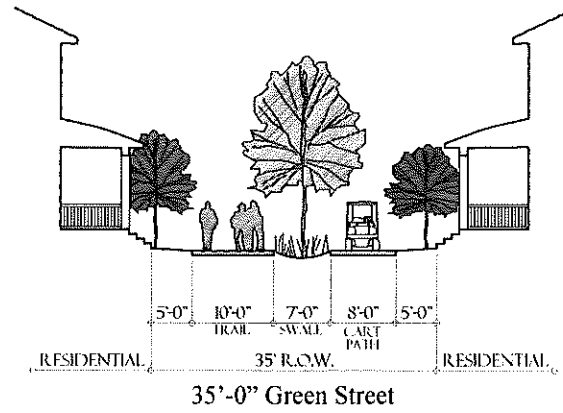
Green Street Network



# Urban Design

## Thoroughfare Regulating Plan

The Ball Ground plan organizes the street system with several different street types. Residential areas are serviced by three automobile street types, the Green Street type, and alleys. Neighborhood Drives cross between residential and commercial areas and provide on-street parking. Residential Drives perform a similar function but are limited to residential areas. Residential Lanes offer no on-street parking and are accordingly a narrower right-of-way. The Commercial districts are served by Commercial Drives with angled on-street parking. Divided Boulevards provide for higher speed, through town traffic. Green Streets are narrow right-of-ways but are the backbone of the thoroughfare system linking every part of the town with a pedestrian friendly route to anywhere in the town.





# Urban Design

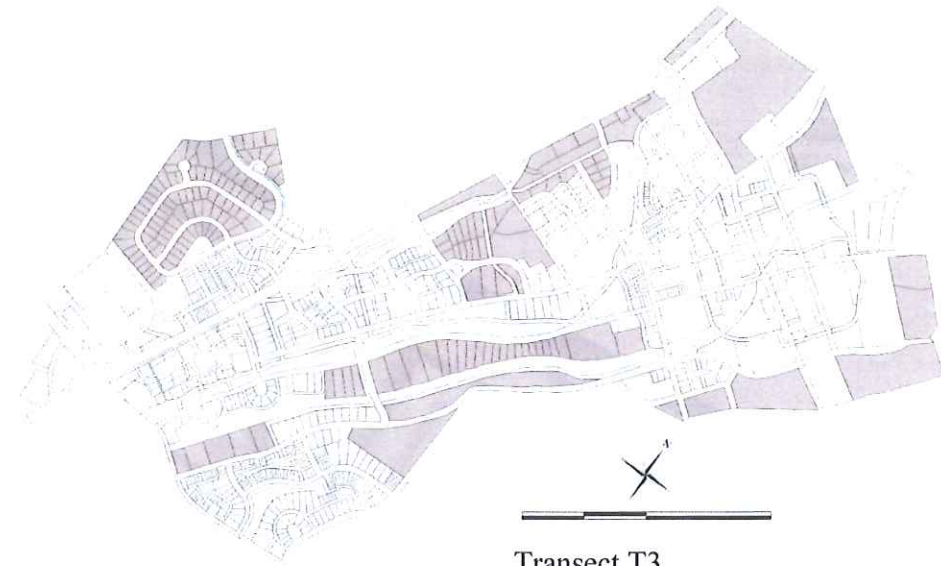
## Transect Code

Transects are a tool for controlling relative density within a town. Throughout American history the density of development within towns was controlled by property values usually driven by the travel distances citizens were willing to undergo as well as natural barriers such as bodies of water. With the explosive growth of the capabilities of automobiles in the 20th century, travel distances have expanded while travel times have stayed remarkably consistent. This has led to the phenomenon of urban sprawl; a rapidly growing, homogeneous development pattern that consumes towns built on the earlier model. In this contemporary environment, zoning must be used to establish desired densities in order to prevent unchecked sprawl from degrading the preferred built environment. The Smart Code developed by Duany Plater-Zyberk & Company has been adopted by many municipalities and has become the standard for sprawl prevention.

This code employs the concept of Transect Zoning. Each level of density is controlled not only through traditional development tools such as building setbacks, but also through allowable building types, percentage of lot coverage, building massing requirements including height, build-to lines (in conjunction with setbacks), and allowed (even required) encroachments. Transects are divided into five densities: T1-Rural Preserve, T2-Rural Reserve, T-3 Neighborhood Edge, T-4 Neighborhood General, T-5 Neighborhood Center, and T-6 Urban Core.

The design team established that Ball Ground's size and built history required that the Transects within the Charrette Study Area would range between T-3 and T-5. The drawings here show the relative locations of those transects. This information should be cross referenced with the building types provided later in this document. Combined, this information will provide a complete picture of what buildings can be built and where they can be built.

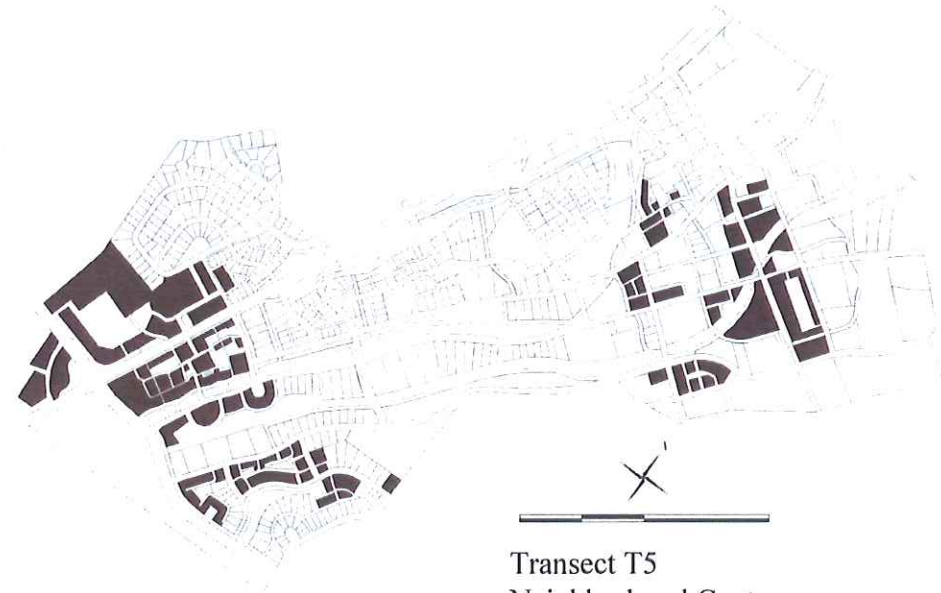
In no case, regardless of specific Building Type allowances are there to be more than 10 units per acre.



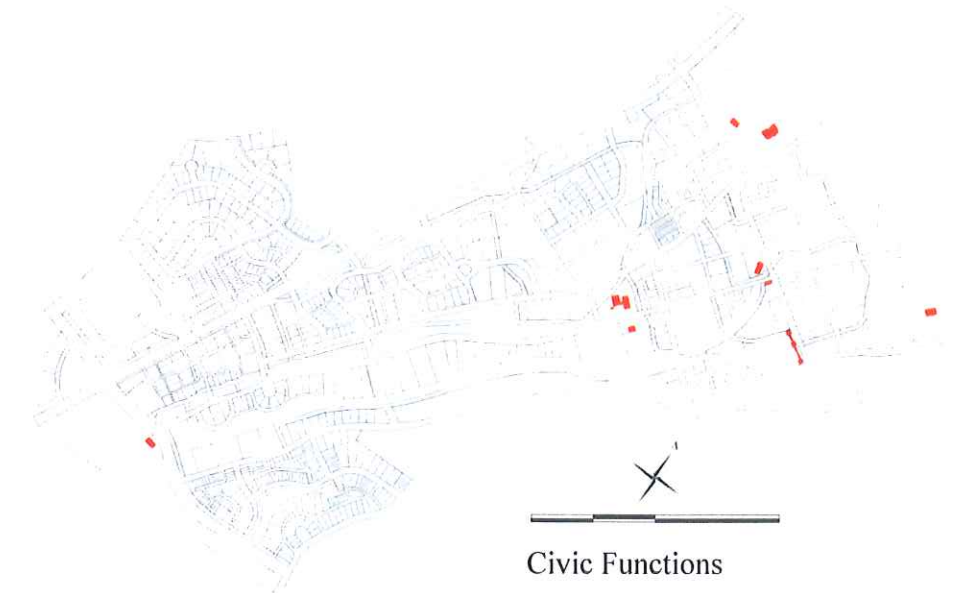
Transect T3  
Neighborhood Edge



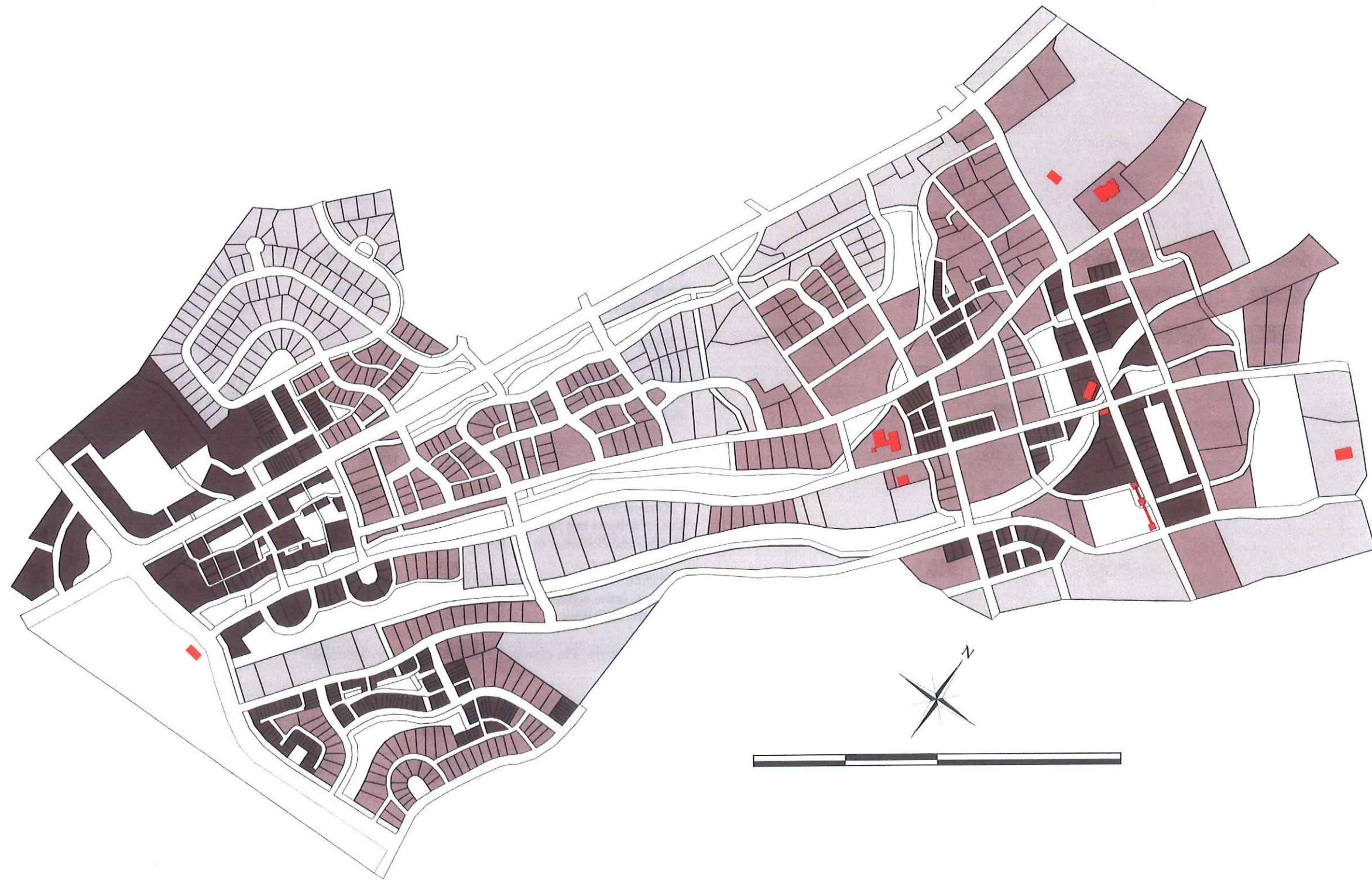
Transect T-4  
Neighborhood General



Transect T5  
Neighborhood Center



Civic Functions



## Building Typologies

Building types are descriptions of buildings as defined by their program. Building Typology establishes a code that regulates which kinds of buildings can be constructed on specific sites and under what Transect definitions. Building Typology regulates such issues as *Setbacks*, *Build-to Lines*, *Lot Coverage*, ect.

### Definitions:

**Ancillary Building:** A building located on the same lot as a primary building or primary residence. A detached garage or guest house is a common program for *Ancillary Buildings*.

**Balcony:** A structure that is either attached or integral to a building, but is otherwise open to the elements. *Balconies* do not have structure that extends to the ground. They may or may not have roof structures.

**Build-to Line:** A *Build-to Line* is the corollary of a *Setback*. Where *Setbacks* define the closest dimension that a structure can be to a *Lot Line*, a *Build-to Line* sets the required distance that a structure must maintain. *Build-to Lines* are usually aligned with *Setbacks*, but not always.

**Elevation:** The entire esthetic design of one face of a building.

**Encroachment:** An *Encroachment* is an allowed exception to *Setbacks* and *Build-to Lines*, usually employed to allow *Porches* and *Balconies* to extend beyond *Setbacks*.

**Façade:** The constructed exterior walls of a building. Where required, space behind must be heated (conditioned) and 10'-0" minimum in depth.

**Finish Floor:** The elevation of a buildings floor, including floor finishes.

**Frontage:** The demarcation between a private lot and the contiguous public thoroughfare or civic space.

**Height Limit:** The maximum height of a building, usually expressed in stories (as to allow significant design flexibility in floor to floor heights). Walls and other non-building structures are usually expressed in a linear footage height.

**Limits:** In this code, a *Limit* is a constraint as opposed to a *Requirement* that establishes a specific need that must be met. The *Town Urbanist* has the authority to wave *Limits* to allow

for unique site conditions or other exceptions to the code.

**Liner Building:** *Liner buildings* are structures that in addition to their primary program are situated in such a manner as to conceal parking lots, parking decks, and *Parking Groves* from the adjacent thoroughfares.

**Lot Coverage:** A percentage that expresses the minimum required coverage that the heated square footage of a building must occupy within the *Lot Lines*.

**Lot Line:** The legal boundary of a property. *Lot lines* establish the geometric shape of a lot.

**Parking Grove:** *Parking Groves* are characterized as parking fields in which a relatively dense grove of trees are planted. They are usually screened by *Liner Buildings*, but not always. *Parking Groves* are typically laid out without typical suburban planting islands or curb and gutter.

**Porch:** A structure that is either attached or integral to a building, has a roof and structure that extends to the ground, but is otherwise open to the elements. It is often referred to as an "open porch" to distinguish it from a fully enclosed porch.

**Requirements:** In this code, a *Requirement* is a specific mandatory need that must be met. The *Town Urbanist* has the authority to wave *Requirements* to allow for unique site conditions or other exceptions to the code.

**Setback:** A *Limit* placed on how close a building can be built to the *Lot Line*. *Porches*, *Balconies*, overhangs, ramps, sidewalks, and exterior stairs are usually exempt from *Setbacks*. In many cases, *Ancillary Buildings* are also exempt from *Setbacks*; however, alternate *Setbacks* for these structures are often established.

**Town Urbanist:** A duly appointed entity charged with the responsibility of enforcing enacted architectural and land planning codes.



### Courtyard House - T4

Courtyard Houses offer a house and an oasis-like garden that are fully integrated as an aesthetic whole, and can be fully locked and secured for those who desire to be more carefree. This housing type is common in continental Europe, and with its urbane character, is becoming a popular option in the United States. Fully occupying the lot, this type encloses open space within the house and creates total privacy.

**Limits:**

*Lot coverage:*

75% maximum

*Setbacks:*

5' front

5' side, corner condition

0' side, internal condition

0' rear

5' for walls and fences on front and side, and 0' for walls and fences on rear

*Height Limit:*

3 stories plus stair/elevator access for roof terraces; 2 stories maximum for rear alley facades.

Ancillary building (garage), 2 stories.

Walls and Fences, 5'6": 3'6" above retained walls at fill areas at any point, per Town Urbanist; at cuts as approved by Town Urbanist.

*Finished floor:*

3'6" maximum above grade

*Porches:*

Not allowed on frontages

**Requirements:**

*Lot width:*

18'0" minimum

*Lot depth:*

100'0" minimum

*Build-to lines:*

5' front, façade required to occupy 100% of buildable frontage

5' side, corner condition, composite façade required to occupy 50% of buildable frontage

0' rear, composite façade required to occupy 50% of buildable frontage, structure required at rear outside corners

3'6" wall or fence at green street and alley frontages

*Height:*

1 story minimum with access to roof terrace that is minimum of 350 usable square feet or

1-1/2 story minimum at street facade

*Access to residence:*

Via street frontage through courtyard

In the case of a green street condition, the primary access shall be via the green street through the courtyard

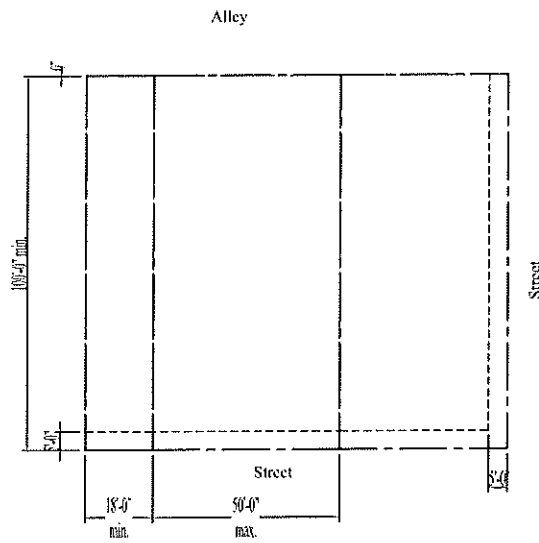
*Balconies:*

Balconies must be 3'0" minimum to 5'0" maximum depth x 50% minimum of façade portion that is 2 stories wide on street and green street frontages for one floor when facades are 2 stories or greater

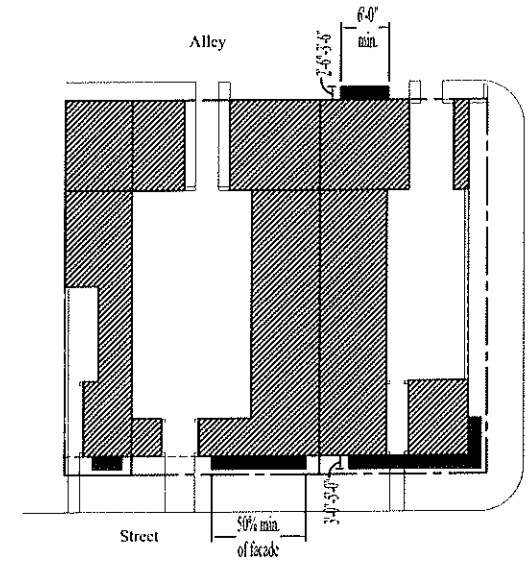
One balcony must be 2'6" minimum to 3'6" maximum depth x 6'0" minimum width on alley when rear façade is 2 stories

*Parking/recycle/waste/condensers/utilities:*

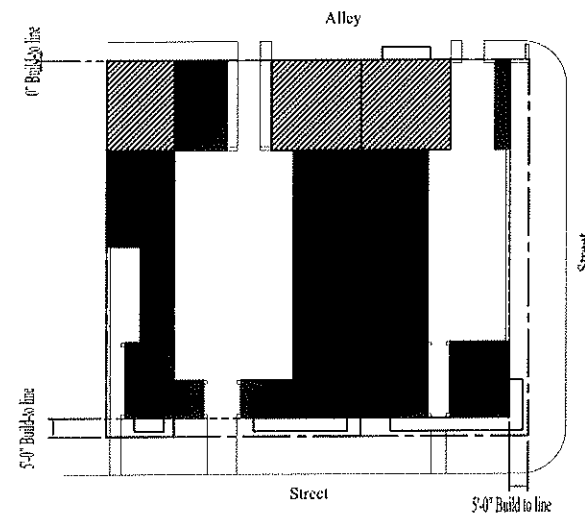
Unless authorized by the Town Urbanist, rear alley access must be utilized. In the case of front load conditions, the greatest care should ensure enclosure and concealment of such services



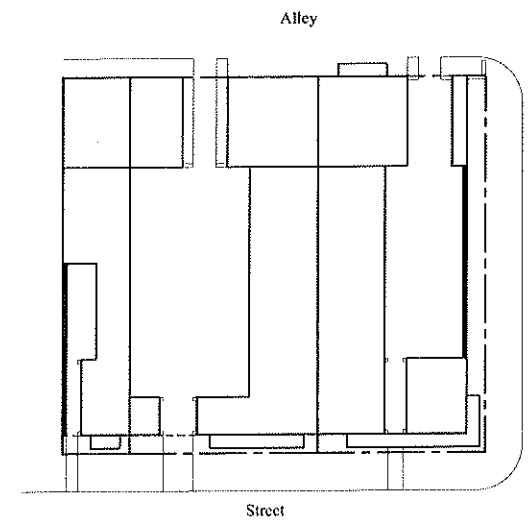
Property Lines and Setbacks



Porches, Balconies, and Encroachments



Building Mass and Build-to lines



Walls and Screening Structures

# Urban Design

## Single Family House - T3

Occupying a smaller lot and a distinct part of the neighborhood fabric is the Single Family House. It has traditionally been the backbone of the traditional neighborhood, fulfilling the need for a front yard and private backyard. It is the essential detached home and is highly desired by families.

Single family houses in the Neighborhood Edge Transect (T3) are on wide lots with garages serviced from the front.

### Limits:

#### Lot coverage:

40% maximum

#### Setbacks:

Residence front 15'0"; ancillary building front 25'0"

Residence side, corner condition 15'0"; ancillary building side 15'0"

Residence and ancillary building side, internal condition 7'6"

Residence Rear 30', ancillary building 0'

0' walls and fences

Per approval by the Town Urbanist, side setbacks for ancillary buildings may be altered or waived, by compliance with fire codes regarding minimum distances between buildings, and if contiguous related properties are justified to one side

#### Height Limit:

Residential structure 2-1/2 stories

Ancillary building (garage) 2 stories

Walls and Fences, 5'6"; 3'6" above retained walls at fill areas at any point per Town Urbanist; cuts per discretion of Town Urbanist; gates required at all pedestrian openings

#### Finished floor:

3'6" maximum above grade

#### Porches:

May encroach into front, side corner condition, and rear setbacks 10' maximum

### Requirements:

#### Lot width:

50'0" minimum

#### Lot depth:

100'0" minimum

#### Build-to lines:

Front and side corner condition setbacks

Ancillary structures are required to align with setbacks, occupying corners where feasible

3'6" minimum height wall or fence enclosing property, 1'6" minimum wall height required at frontage. Gates are required at all pedestrian openings.

#### Height:

Residential building 1-1/2 stories minimum

Ancillary buildings 1 story minimum

#### Access to residence:

Via the street

#### Front load garages:

Roofed, drive under gate house building or covered 1 car porte cochere attached to the residential building is required

Driveway is limited to 9'-0" total width with a required planting strip.

#### Porches:

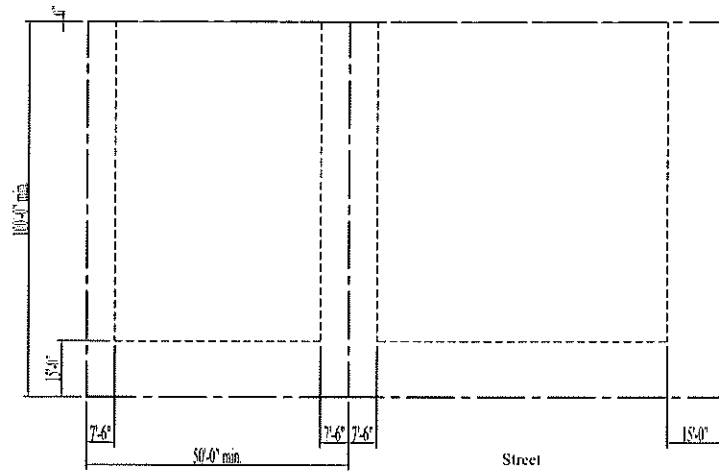
8' minimum to 10' maximum deep by 90% front façade width encroaching into front setback

8' minimum to 10' maximum deep by 90% side façade width encroaching into side setback at street corner condition

Required to wrap residential building at street corners

#### Parking/recycle/waste/condensers/utilities:

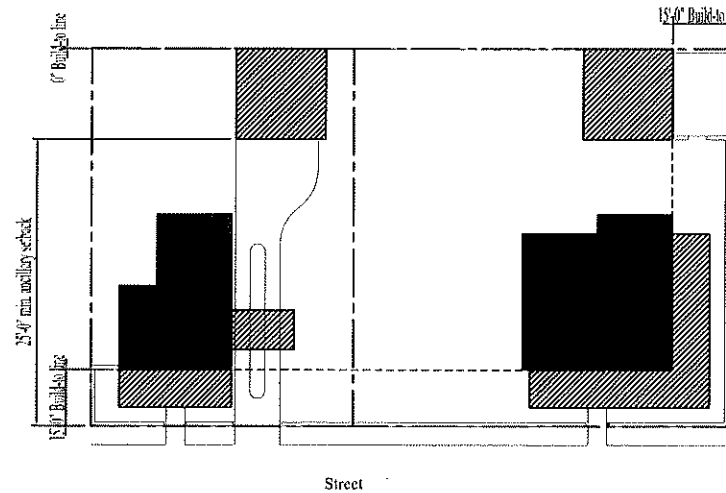
Unless authorized by the Town Urbanist, rear alley access must be utilized. In the case of front load conditions, the greatest care should ensure enclosure and concealment of such services



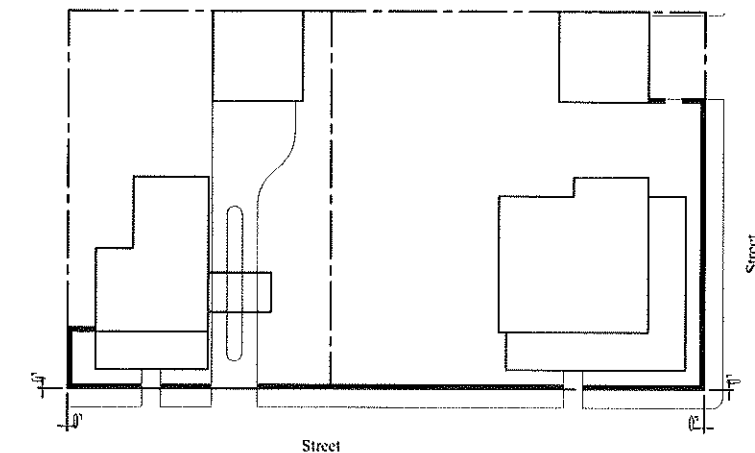
Property Lines and Setbacks



Porches, Balconies, and Encroachments



Building Mass and Build-to lines



Walls and Screening Structures

### Single Family House - T4

Occupying a smaller lot and a distinct part of the neighborhood fabric is the Single Family House. It has traditionally been the backbone of the traditional neighborhood, fulfilling the need for a front yard and private backyard. It is the essential detached home and is highly desired by families.

Single family houses in the Neighborhood General Transect (T4) are on narrow lots with garages serviced from an ally

**Limits:**

*Lot coverage:*

40% maximum

*Setbacks:*

Residence front 15'0"; ancillary building front 25'0"

Residence side, corner condition 15'0"; ancillary building side 15'0"

Residence and ancillary building side, internal condition 7'6"

Residence Rear 30', ancillary building 0'

0' walls and fences

Per approval by the Town Urbanist, side setbacks for ancillary buildings may be altered or waived, by compliance with fire codes regarding minimum distances between buildings, and if contiguous related properties are justified to one side

*Height Limit:*

Residential structure 2-1/2 stories

Ancillary building (garage) 2 stories

Walls and Fences, 5'6"; 3'6" above retained walls at fill areas at any point per Town Urbanist; cuts per discretion of Town Urbanist. Gates are required at all pedestrian openings.

*Finished floor:*

3'6" maximum above grade

*Porches:*

May encroach into front, side corner condition, and rear setbacks 10' maximum

**Requirements:**

*Lot width:*

50'0" minimum

*Lot depth:*

100'0" minimum

*Build-to lines:*

Front and side corner condition setbacks

Ancillary structures are required to align with setbacks, occupying corners where feasible

3'6" minimum height wall or fence enclosing property, 1'6" minimum wall height required at frontage. Gates are required at all pedestrian openings.

*Height:*

Residential building 1-1/2 stories minimum

Ancillary buildings 1 story minimum

*Access to residence:*

Via the street

*Front load garages:*

Roofed, drive under gate house building or covered 1 car porte cochere attached to the residential building is required

*Porches:*

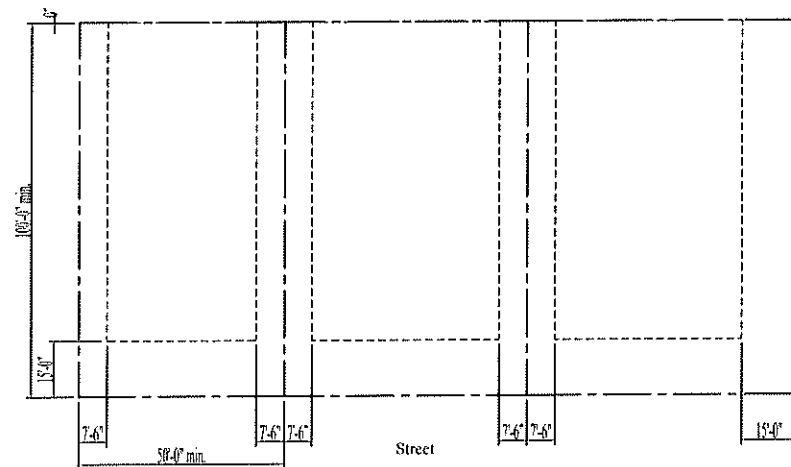
8' minimum to 10' maximum deep by 90% front façade width encroaching into front setback

8' minimum to 10' maximum deep by 90% side façade width encroaching into side setback at street corner condition

Required to wrap residential building at street corners

*Parking/recycle/waste/condensers/utilities:*

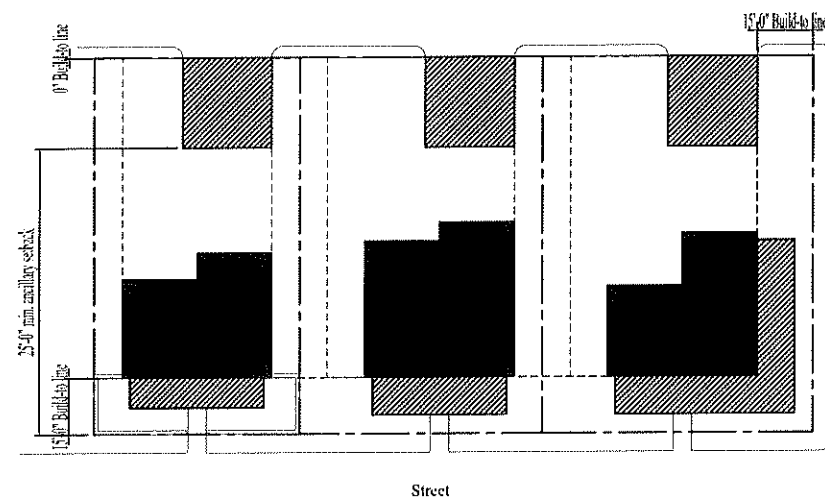
Unless authorized by the Town Urbanist, rear alley access must be utilized. In the case of front load conditions, the greatest care should ensure enclosure and concealment of such services



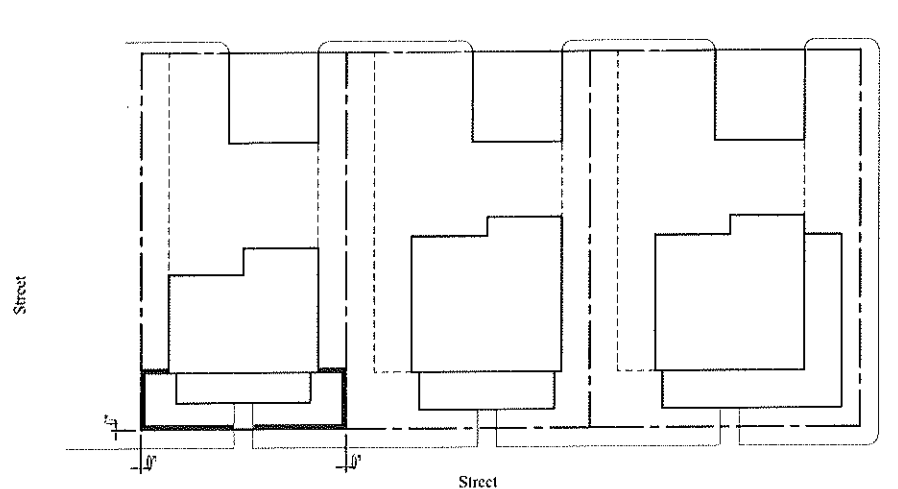
Property Lines and Setbacks



Porches, Balconies, and Encroachments



Building Mass and Build-to lines



Walls and Screening Structures

# Urban Design

## Estate Compound House - T3

Pastoral in nature, the Estate Compound House shares a kinship with the English country house. The main house (or primary building) is usually situated towards the center of the lot with ancillary buildings and walls set to the property perimeter and forming the compound. This type is placed on large lots and is suitable for those who desire space, privacy, and autonomy from the fabric of the town.

### Limits:

**Lot coverage:**  
25% maximum

### Setbacks:

Residence front 15'0"; ancillary building front 0'  
Residence side, corner condition 15'0"; ancillary building side 0'  
Residence and ancillary building side, internal condition 7'6"  
Residence Rear 30', ancillary building 0'  
0' walls and fences

Per approval by the Town Urbanist, side setbacks for ancillary buildings may be altered or waived, by compliance with fire codes regarding minimum distances between buildings, and if contiguous related properties are justified to one side.

### Height Limit:

Residential structure 2-1/2 stories  
Ancillary building (garage) 2 stories  
Walls and Fences, 5'6"; 3'6" above retained walls at fill areas at any point per Town Urbanist. Gates are required at all pedestrian openings.

### Finished floor:

3'6" maximum above grade

### Porches:

May encroach into front and rear setbacks 10' maximum

### Requirements:

**Lot width:**  
75'0" minimum

**Lot depth:**  
120'0" minimum

### Build-to lines:

Front, sides and rear build-to line for primary residential building are not regulated  
Ancillary structures are required to align with setbacks, occupying corners where feasible  
3'6" minimum height wall or fence enclosing property. Gates are required at all pedestrian openings.

### Height:

Residential building 1-1/2 stories minimum  
Ancillary buildings 1 story minimum

### Access to residence:

Via the street

### Front load garages:

Roofed, drive under gate house building or covered 1 car porte cochere attached to the residential building is required

### Porches:

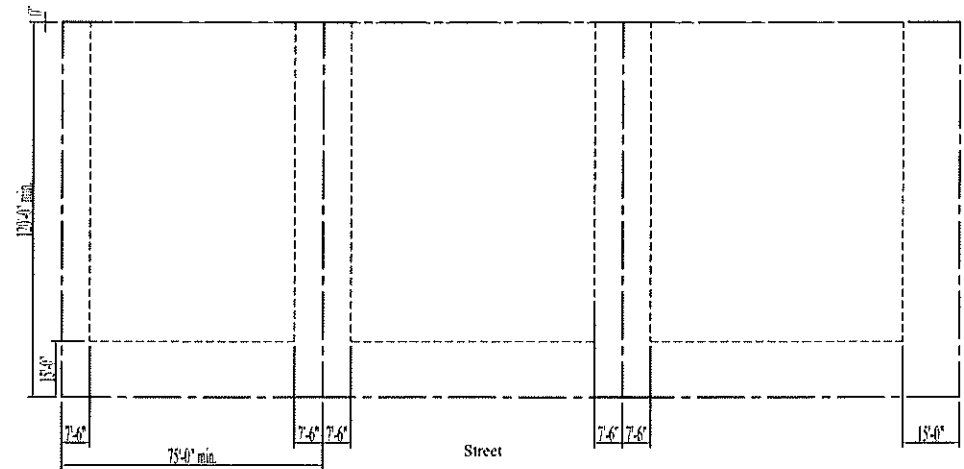
8' minimum to 10' maximum deep by 90% front façade width encroaching into front setback

8' minimum to 10' maximum deep by 90% side façade width encroaching into side setback at street corner condition

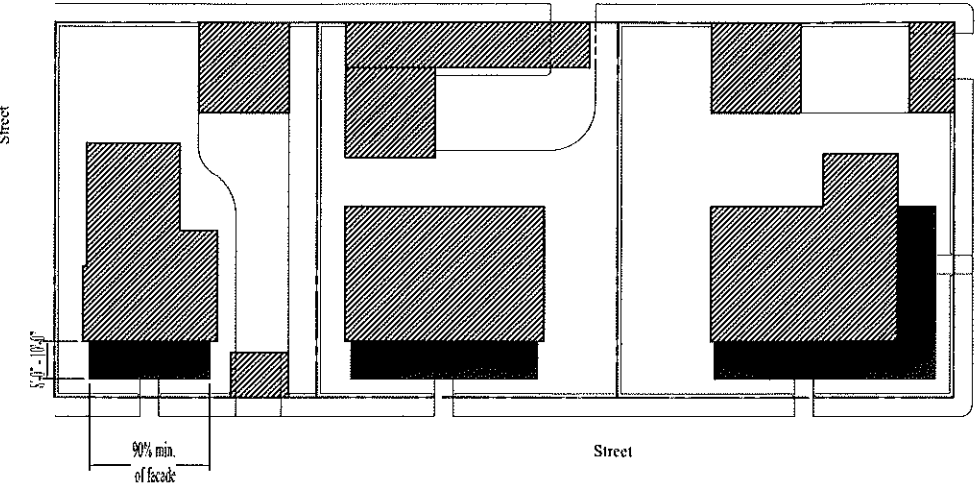
Required to wrap residential building at street corners

### Parking/recycle/waste/condensers/utilities:

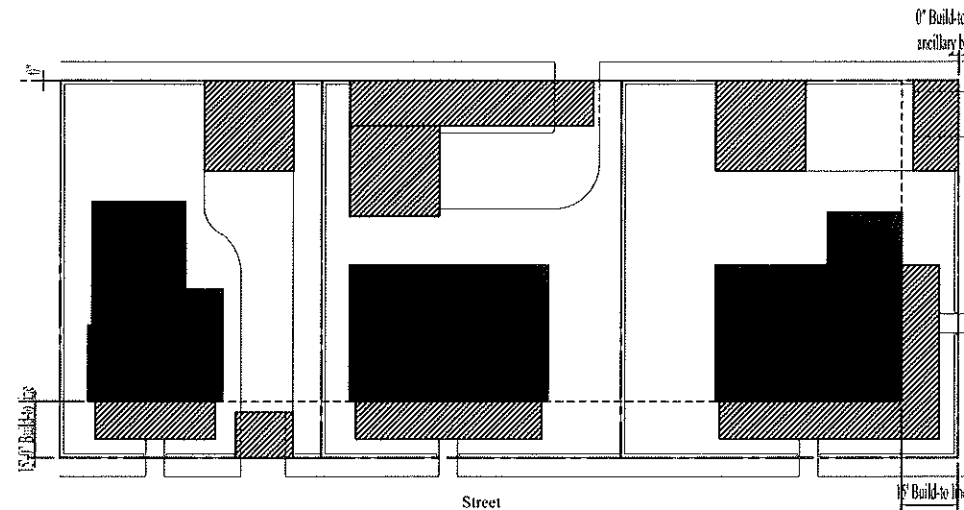
Unless authorized by the Town Urbanist, rear alley access must be utilized. In the case of front load conditions, the greatest care should ensure enclosure and concealment of such services



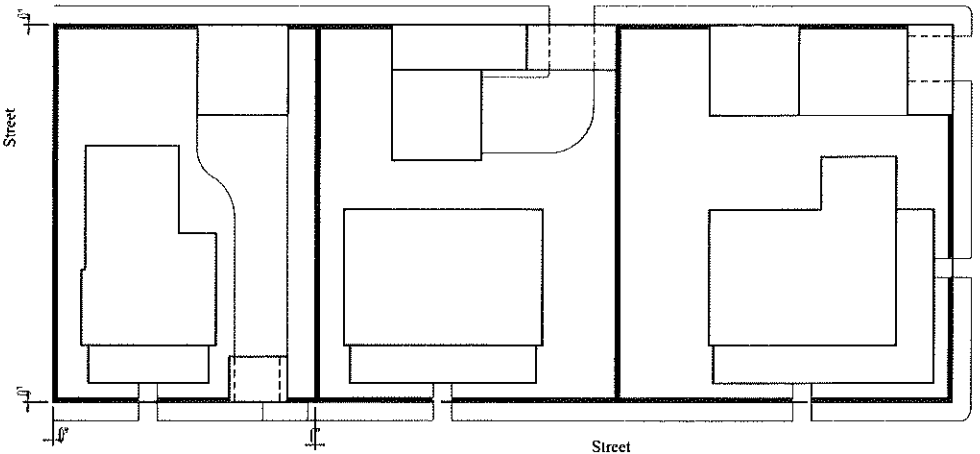
Property Lines and Setbacks



Porches, Balconies, and Encroachments



Building Mass and Build-to lines



Walls and Screening Structures

### Green Street Compound House - T4

The Green Street Compound House, whose form comes from the early 19th century Georgian/Federal houses of York, SC, provides a Charleston-type compound suitable for the up-country sophisticate. The garden is totally private, being bordered by the house and ancillary structures such as walls set at the property boundary. Living areas may be placed on the second floor where views of the outside world can be observed from the balcony. Those seeking to easily access parks, the town center, and amenities via walking or riding and electric cart will relish living on the green street system.

**Limits:**

*Lot coverage:*

40% maximum

*Setbacks:*

- 5' front
- 0' green street condition
- 7'6" side, internal condition
- 0' rear/alley
- 0' walls and fences

*Height Limit:*

- Residential structure 3 stories
- Ancillary building (garage) 2 stories
- Walls and Fences, 5'6"; 3'6" above retained walls at fill areas at any point per Town Urbanist. Gates are required at all pedestrian openings.

*Finished floor:*

3'6" maximum above grade

*Porches:*

Not allowed on frontages

**Requirements:**

*Lot width:*

50'0" minimum

*Lot depth:*

100'0" minimum

*Build-to lines:*

- 5' front, façade required to occupy 50% of buildable frontage
- 5' side, corner condition, composite façade required to occupy 50% of buildable frontage
- 0' rear, composite façade required to occupy 50% of buildable frontage, structure required at rear outside corners
- Residential building must occupy the street/green street corner
- 5'6" height wall or fence at street, green street and alley frontages. Gates are required at all pedestrian openings.

*Height:*

- Residential building 2 stories minimum
- Ancillary buildings 1-1/2 story minimum

*Access to residence:*

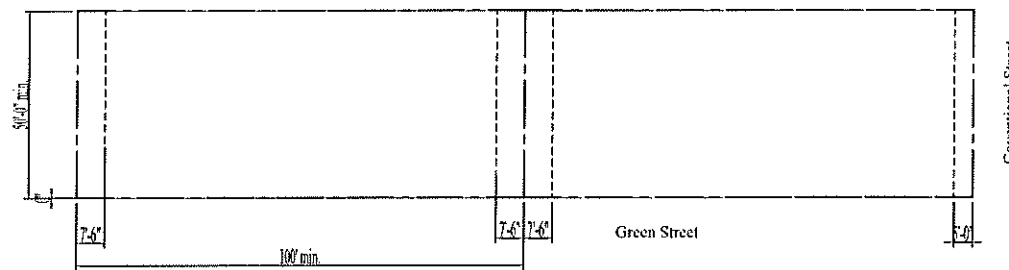
Via the street

*Balconies:*

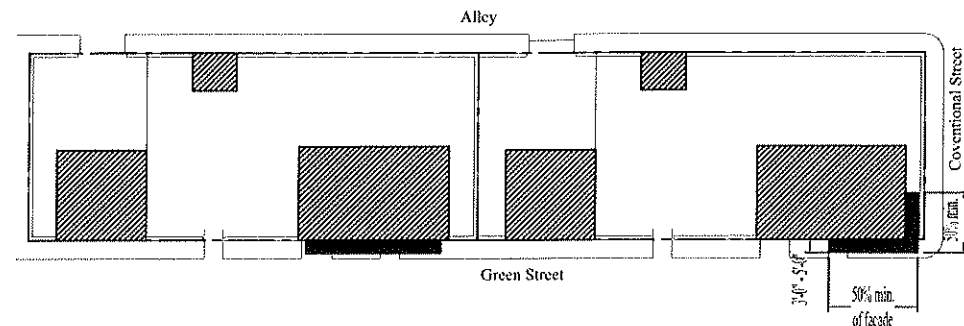
- Balconies must be 3'0" minimum to 5'0" maximum depth x 50% minimum of façade width of residential building on street and green street frontages for one floor when facades are 2 stories or greater
- One balcony minimum must be provided at 2'6" minimum to 3'6" maximum depth x 6'0" minimum width on alley when rear façade of ancillary building is 2 stories

*Parking/recycle/waste/condensers/utilities:*

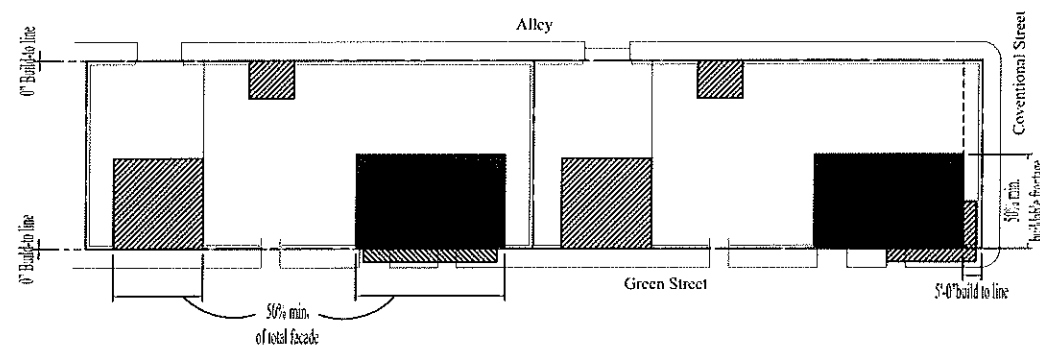
Unless authorized by the Town Urbanist, rear alley access must be utilized. In the case of front load conditions, the greatest care should ensure enclosure and concealment of such services



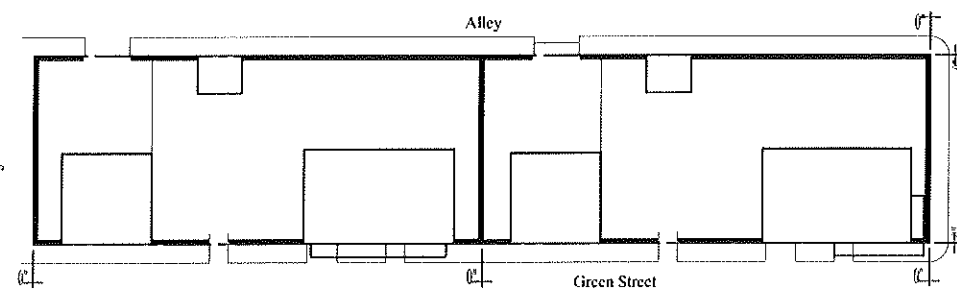
Property Lines and Setbacks



Porches, Balconies, and Encroachments



Building Mass and Build-to lines



Walls and Screening Structures

# Urban Design

## Condominium - T3, T4

Condominiums offer maintenance free "flat style" living with a convenience to the town center. Balconies and terraces, even roof gardens, offer outdoor options. This type is appealing to those who value ease of living and maintenance and the building type is common stock for the American housing scene.

### Limits:

#### Lot coverage:

50% maximum

#### Setbacks:

15'0" front in T-3; 5'0" front in T-4

5'0" side, corner condition

7'6" side, internal condition

0" rear

0" walls and fences

#### Height Limit:

Principle building, 3 stories

Walls and Fences, 4'6": 3'6" above retained walls at fill areas at any point, retaining walls at cuts as approved by Town Urbanist. Gates are required at all pedestrian openings.

#### Finished floor above grade:

5'0" maximum

### Requirements:

#### Lot width:

80'0" minimum

#### Lot depth:

100'0" minimum

#### Build-to lines:

15'0" front in T-3; 5'0" front in T-4

5'0" side, corner condition

Facades are required to occupy 80% of buildable frontages (alleys not included)

#### Height:

2 story minimum

#### Finished floor above grade:

1'-6" minimum

#### Terraces:

Terraces that are a 5' minimum depth x 50% of required façade widths on all street frontages

#### Front walkways:

A front walkway and/or individual walkways are required to connect the building(s) to the front street;

In the case of green streets, the primary access to the building shall be via the green street

#### Balconies:

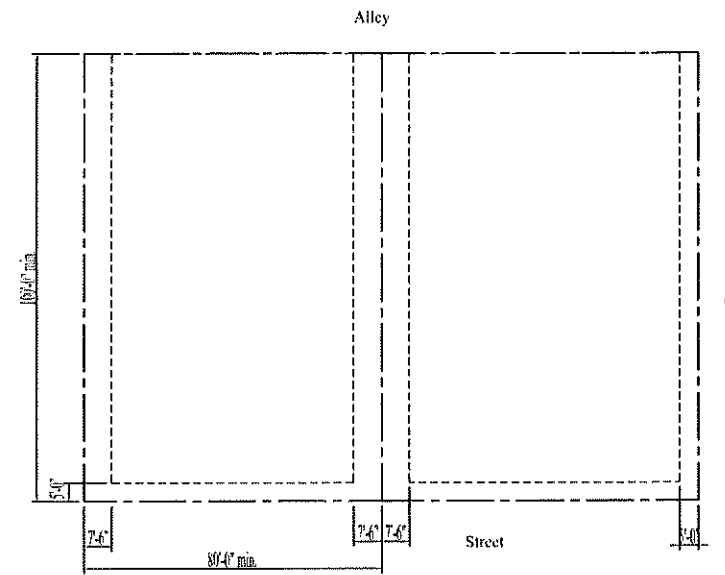
3'0" minimum to 5'0" maximum depth x 50% minimum of required façade widths on street and green street frontages

#### Walls and Fences:

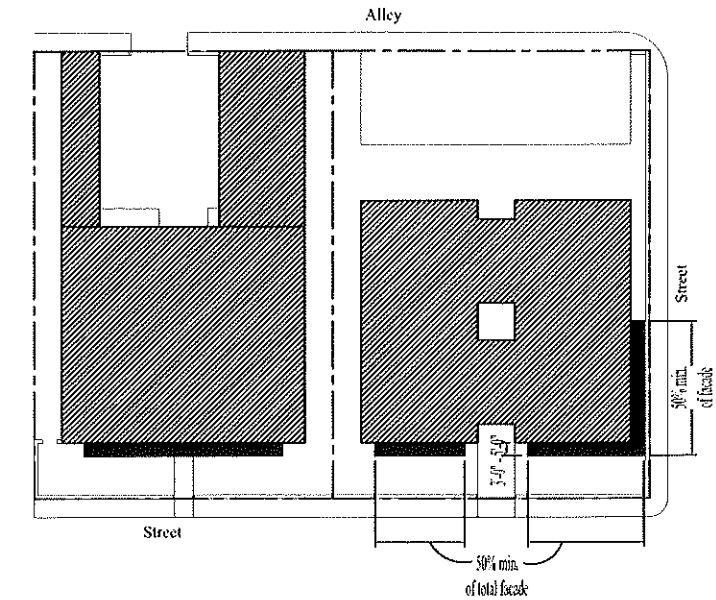
A 1'6" minimum height wall or fence with gate(s) at all lot boundaries that complements the architecture. Gates are required at all pedestrian openings.

#### Parking/recycle/waste/condensers/utilities:

Unless authorized by the Town Urbanist, rear alley access must be utilized. In the case of front load conditions, the greatest care should ensure enclosure and concealment of such services



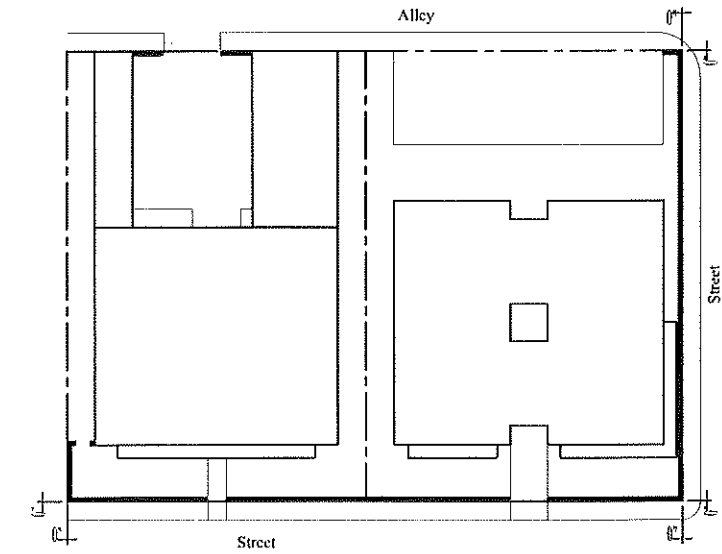
Property Lines and Setbacks



Porches, Balconies, and Encroachments



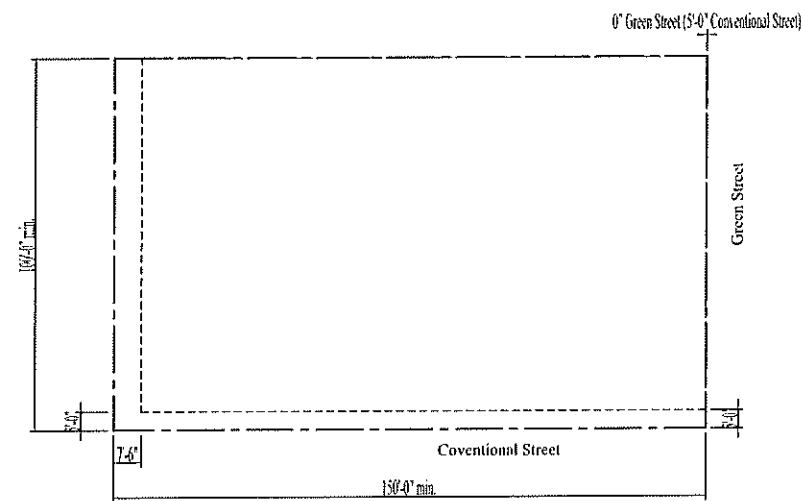
Building Mass and Build-to lines



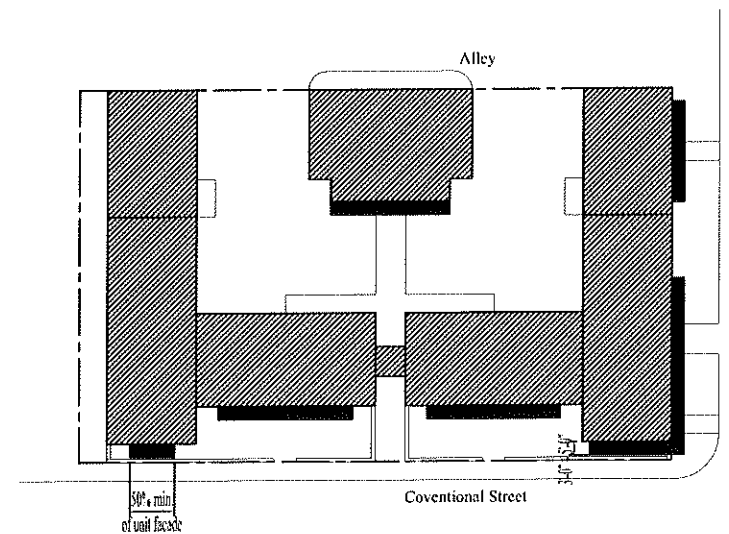
Walls and Screening Structures

### Perimeter Block - T4

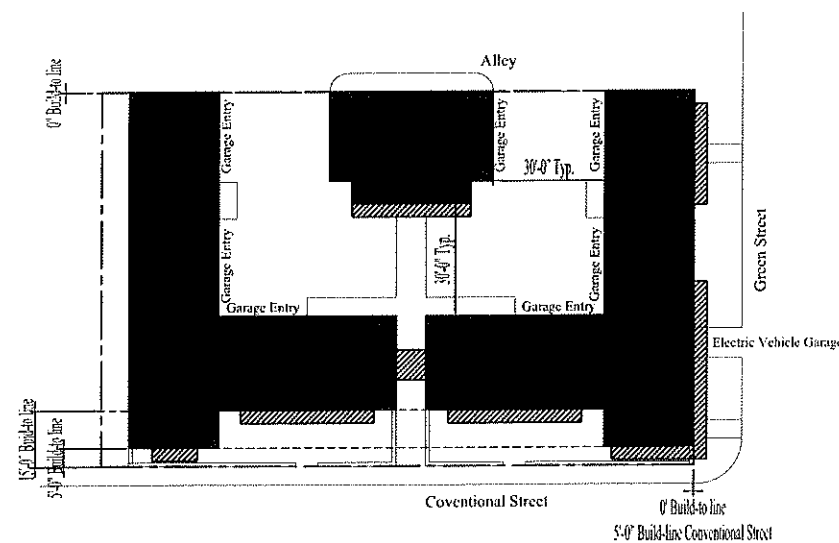
Perimeter Blocks are a new innovation that turns the traditional narrow front townhouse sideways, doubling the amount of sunlight interior rooms receive and lessening the party walls. Some are capable of having front courtyards while others front the green street. Those on the green street have front entry access and electric vehicle garage fronting the car-free transit system. Quaint carriage houses accessible to the street provide smaller dwelling units for those living alone or couples requiring less space. Likewise, long street frontage units offer larger square footages.



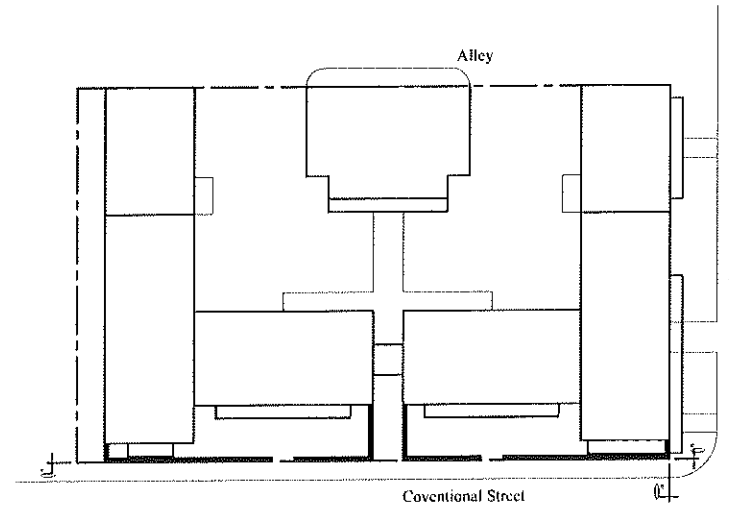
Property Lines and Setbacks



Porches, Balconies, and Encroachments



Building Mass and Build-to lines



Walls and Screening Structures

#### Limits:

##### Lot coverage:

75% maximum

##### Setbacks:

5'0" front

5'0" side, corner condition; 0' side, green street

7'6" side, internal condition

0' rear

0' walls and fences

##### Height Limit:

3 stories

Walls and Fences: 4'6": 3'6" above retained walls at fill areas at any point, retaining walls at cuts as approved by Town Urbanist. Gates are required at all pedestrian openings.

##### Finished floor above grade:

5'0" maximum

#### Requirements:

##### Lot width:

150'0" minimum

##### Lot depth:

100'0" minimum

##### Build-to lines:

5'0" front, for outside corner units, 15'0" for internal units, composite façade required to occupy 100% of buildable frontage

5'0" side, corner condition, composite façade required to occupy 100% of buildable frontage

0' green street-façade required to occupy 100% of buildable frontage

0' rear alley, composite facades required to occupy 100% of buildable frontage less ingress/egress or fire requirements.

##### Height:

2 story minimum

##### Finished floor above grade:

1'-6" minimum

##### Terraces:

Terraces that are a 5' minimum depth x 50% of individual unit façade width on front street with a 15'0" build-to line

##### Front walkways:

A front walkway and/or individual walkways are required to connect all units to the front street;

Rear carriage houses must be connected to the front street via a 6' sidewalk/paseo

The primary access to units adjacent to green streets must be via the green street

##### Garages:

Rear load

For units adjacent to green streets, 1 electric vehicle garage must be provided with paved connection to the electric cart lane

##### Balconies:

3'0" minimum to 5'0" maximum depth x 50% minimum of required façade widths on street and green street frontages

2'6" minimum to 3'6" maximum depth x 25% minimum of façade on alley frontage

##### Walls and Fences:

A 1'6" minimum height wall or fence with gate(s) at all lot boundaries that complements the architecture

# Urban Design

## Townhouse with Front Courtyard - T4

For those requiring more social interaction, the Townhouse with Front Courtyard provides outdoor living within a front walled courtyard. Front covered balconies and back porches provide additional outdoor opportunities.

### Limits:

#### Lot coverage:

75% maximum

#### Setbacks:

- 25' front
- 5' side, corner condition
- 0' side, internal condition
- 0' rear
- 0' walls and fences

#### Height Limit:

- 3 stories plus stair/elevator access for roof terraces
- Ancillary building (garage), 2 stories
- Walls and Fences, 5'6": 3'6" above retained walls at fill areas at any point, retaining walls at cuts as approved by Town Urbanist. Gates are required at all pedestrian openings.

#### Finished floor

3'6" maximum above grade

### Requirements:

#### Lot width:

18'0" minimum

#### Lot depth:

80'0" minimum

#### Build-to lines:

- 25' front, façade required to occupy 100% of buildable frontage
- 5' side, corner condition, composite façade required to occupy 50% of buildable frontage
- 0' rear, composite façade required to occupy 50% of buildable frontage, structure required at rear outside corners
- 3'6" wall or fence at street, green street, and alley frontages. Gates are required at all pedestrian openings.

#### Height:

1-1/2 story minimum

#### Finished floor above grade:

1'-6" minimum

#### Access to residence:

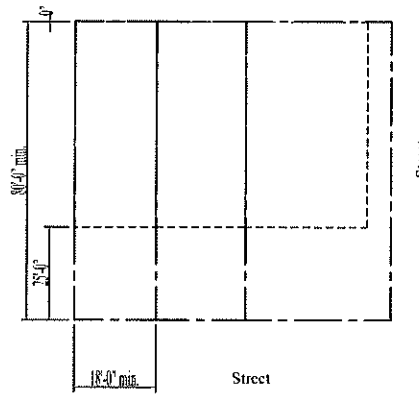
- Via street frontage through courtyard
- In the case of a green street condition, the primary access shall be via the green street through the courtyard

#### Balconies and/or porches

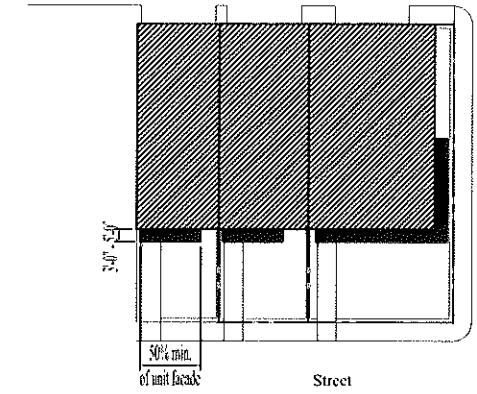
- Balconies must be 3'0" minimum to 5'0" maximum depth x 50% minimum of façade width on street and green street frontages for one floor
- Porch that is 8'0" minimum and 10'0" maximum occupying the full width of the front façade less setbacks by official codes may encroach into front setback in lieu of the required front balcony
- One balcony must be 2'6" minimum to 3'6" maximum depth x 6'0" minimum width on alley

#### Parking/recycle/waste/condensers/utilities:

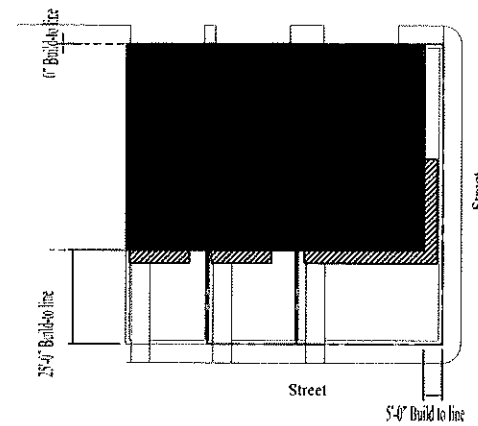
- Unless authorized by the Town Urbanist, rear alley access must be utilized. In the case of front load conditions, the greatest care should ensure enclosure and concealment of such services



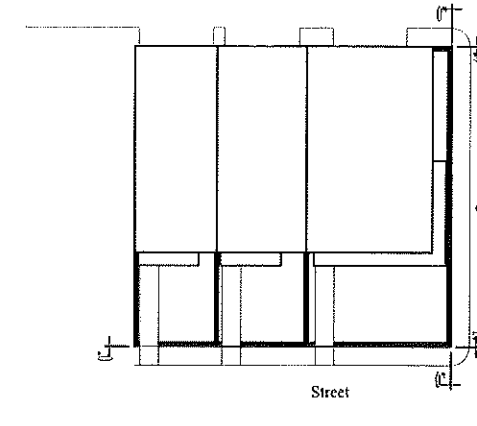
Property Lines and Setbacks



Porches, Balconies, and Encroachments



Building Mass and Build-to lines



Walls and Screening Structures



### Townhouse with Rear Courtyard - T4

Townhouses with Rear Courtyards offer a private courtyard for outdoor living in the rear of the lot, but place the building at the front lot line; this type provides a distinctly urban ambiance. Second floor balconies provide additional space from which to view street activity.

**Limits:**

*Lot coverage:*

75% maximum

*Setbacks:*

5' front

5' side, corner condition

0' side, internal condition

36' rear residential building

0' rear ancillary building (garage)

5' walls and fences, 0' internal condition

*Height Limit:*

Residential building, 3 stories plus stair/elevator access for roof terraces

Ancillary building (garage), 2 stories

Walls and Fences, 5'6"; 3'6" above retained walls at fill areas at any point, retaining walls at cuts as approved by Town Urbanist. Gates are required at all pedestrian openings.

*Finished floor*

Residential building 1'6" above front and side grades

Ancillary building 0' above alley grade

*Porches:*

5' maximum deep by 6' maximum wide stoop may encroach into building setbacks at streets or green streets

**Requirements:**

*Lot width:*

18'0" minimum

*Lot depth:*

80'0" minimum

*Build-to lines:*

5' front, façade required to occupy 100% of buildable frontage

5' side, corner condition, composite façade required to occupy 50% of buildable frontage

0' rear, composite façade required to occupy 50% of buildable frontage. structure required at rear outside corners

3'6" wall or fence at street, green street, and alley frontages. Gates are required at all pedestrian openings.

*Height:*

Residential building-2 1/2 stories

Ancillary building (garage)-1-1/2 story

*Access to residence:*

Via street frontage

In the case of a green street condition, the primary access shall be via the green street

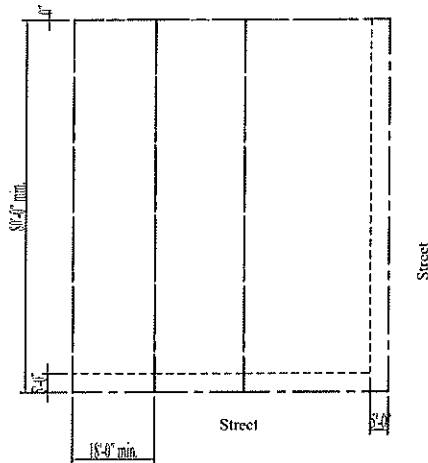
*Balconies:*

Balconies must be 3'0" minimum to 5'0" maximum depth x 50% minimum of primary façade width on street and green street frontages for one floor

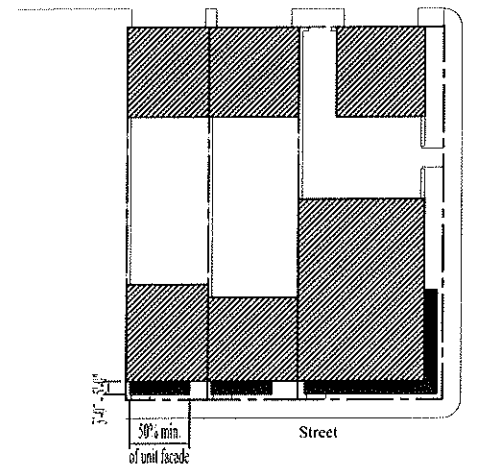
One balcony must be 2'6" minimum to 3'6" maximum depth x 6'0" minimum width on alley for 2 story ancillary structures

*Parking/recycle/waste/condensers/utilities:*

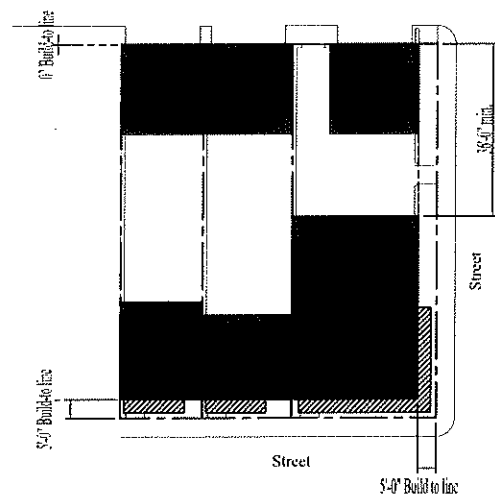
Unless authorized by the Town Urbanist, rear alley access must be utilized. In the case of front load conditions, the greatest care should ensure enclosure and concealment of such services



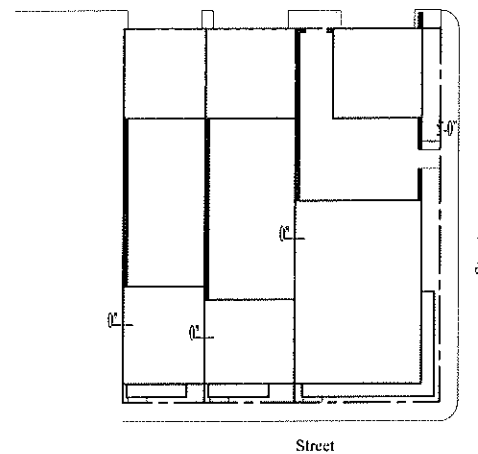
Property Lines and Setbacks



Porches, Balconies, and Encroachments



Building Mass and Build-to lines



Walls and Screening Structures

# Urban Design

## Live/Work with Central Courtyard - T5

In the Live/Work with Central Courtyard, the residence is placed behind a central courtyard separating the live and work functions with private outdoor space. In this arrangement the courtyard is accessible from both the work and live spaces, allowing it the flexibility to be used as outdoor work space, private living space, or both.

### Limits:

#### Lot coverage:

75% maximum

#### Setbacks:

- 5' front
- 0' side, corner condition
- 0' side, internal condition
- 0' rear
- 0' walls and fences

#### Height Limit:

Work building (front), 2 stories plus stair access for roof terraces  
 Residential building, 3 stories plus stair/elevator access for roof terraces  
 Walls and Fences, 5'6"; 3'6" above retained walls at fill areas at any point, retaining walls at cuts as approved by Town Urbanist. Gates are required at all pedestrian openings.

#### Finished floor above grade:

0' at storefront entry, 5'0" maximum elsewhere

#### Porches:

Not allowed on frontages

### Requirements:

#### Lot width:

18'0" minimum

#### Lot depth:

100'0" minimum

#### Build-to lines:

5' front, façade required to occupy 100% of buildable frontage  
 0' side, corner condition, composite façade required to occupy 50% of buildable frontage  
 0' rear, composite façade required to occupy 50% of buildable frontage, structure required at rear outside corners  
 3'6" wall or fence at street, green street, and alley frontages. Gates are required at all pedestrian openings.

#### Height:

Work building (front) 1 story  
 Ancillary Building-1 story

#### Access to work building:

Via street frontage  
 In the case of a street corner condition or green street intersection, the primary access shall be at the corner of the street systems (not rear)

#### Access to residence:

Via courtyard with passeio to street  
 In the case of a street corner condition or green street intersection, the primary access shall be via the side courtyard or green street

#### Access to residence:

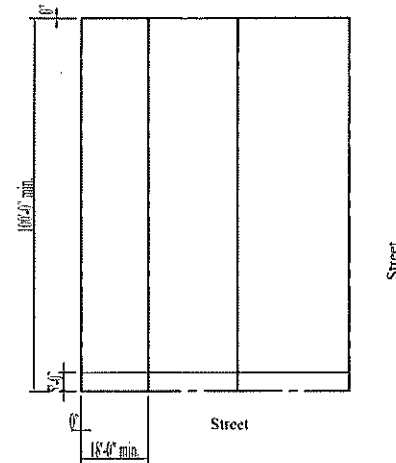
Via courtyard with optional passeio to street

#### Balconies:

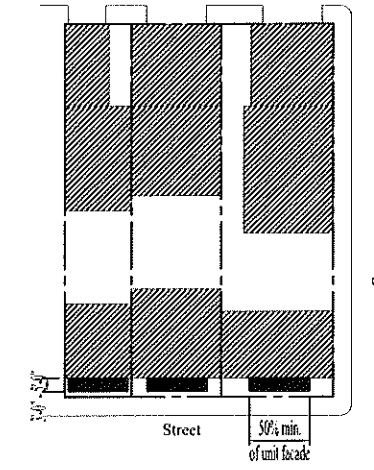
Balconies must be 3'0" minimum to 5'0" maximum depth x 50% minimum of primary façade width on street and green street frontages for one floor  
 One balcony must be 2'6" minimum to 3'6" maximum depth x 6'0" minimum width on alley

#### Parking/recycle/waste/condensers/utilities:

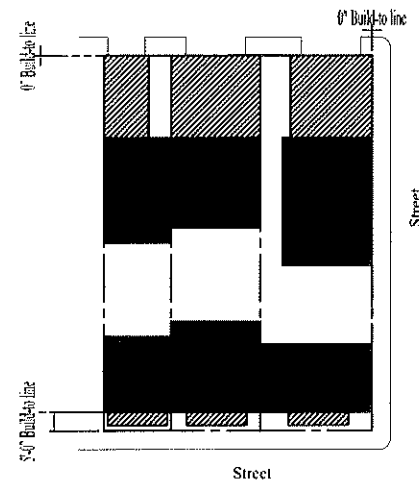
Unless authorized by the Town Urbanist, rear alley access must be utilized. In the case of front load conditions, the greatest care should ensure enclosure and concealment of such services



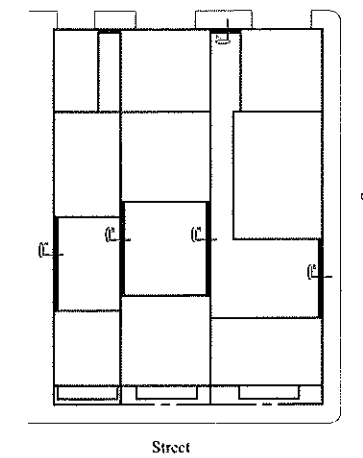
Property Lines and Setbacks



Porches, Balconies, and Encroachments



Building Mass and Build-to lines



Walls and Screening Structures

### Live/Work with Rear Courtyard - T5

Live/Works offer an exciting new (but dating back for two-thousand years) housing option that allow for work at home. Like the Courtyard House, outdoor spaces are bounded by buildings and walls that form jewel box gardens made even more delightful by the urban placement of the façade. Incubator businesses, established professionals, and second career empty nesters gravitate to this simple concept. In the Live/Work with Rear Courtyard, the residence is placed above the working spaces. A courtyard formed by the main building, detached garage, and garden walls.

**Limits:**

*Lot coverage:*

75% maximum

*Setbacks:*

5' front

0' side, corner condition

0' side, internal condition

0' rear

5' for walls and fences on front and side, and 0' for walls and fences on rear

*Height Limit:*

Live/work building, 3 stories plus stair/elevator access for roof terraces

Ancillary building (garage), 2 stories

Walls and Fences, 5'6"; 3'6" above retained walls at fill areas at any point, retaining walls at cuts as approved by Town Urbanist. Gates are required at all pedestrian openings.

*Finished floor above grade:*

0' at storefront entry, 5'0" maximum elsewhere

*Porches:*

Not allowed on front

**Requirements:**

*Lot width:*

18'0" minimum

*Lot depth:*

100'0" minimum

*Build-to lines:*

5' front, façade required to occupy 100% of buildable frontage

0' side, corner condition, composite façade required to occupy 50% of buildable frontage

0' rear, composite façade required to occupy 50% of buildable frontage, structure required at rear outside corners

3'6" high wall or fence at side and rear frontages. Gates are required at all pedestrian openings.

*Height:*

Primary structure-2 stories

Ancillary Building-1-1/2 story

*Access to store:*

Via street frontage

In the case of a street corner condition or green street intersection, the primary access shall be at the corner of the street systems (not rear)

*Access to residence:*

Via courtyard with passeo to street

In the case of a street corner condition or green street intersection, the primary access shall be via the side courtyard or green street

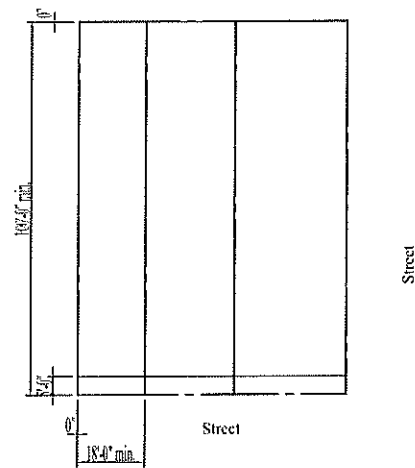
*Balconies:*

For multi-story buildings, a single balcony must be 3'0" minimum to 5'0" maximum depth x 50% minimum of primary façade width on street and green street frontages for one floor

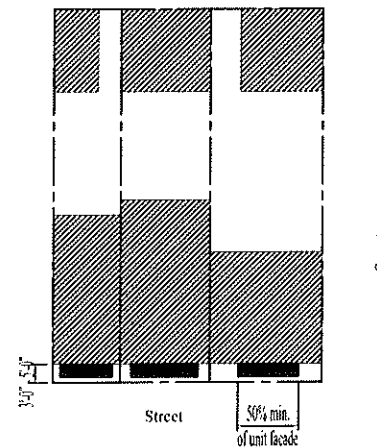
For multi-story buildings, one balcony must be 2'6" minimum to 3'6" maximum depth x 6'0" minimum width on alley

*Parking/recycle/waste/condensers/utilities:*

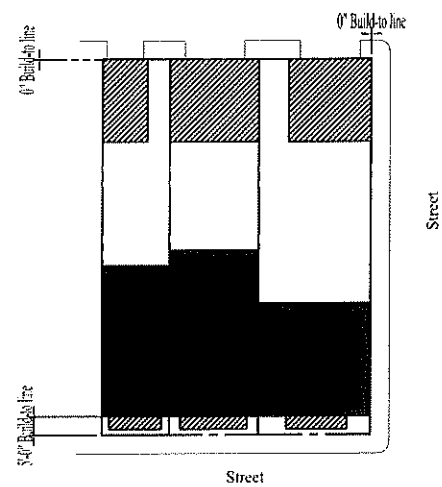
Unless authorized by the Town Urbanist, rear alley access must be utilized.



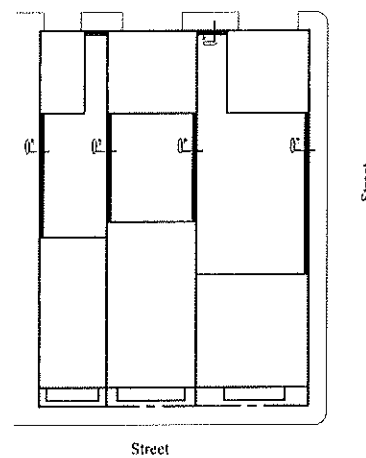
Property Lines and Setbacks



Porches, Balconies, and Encroachments



Building Mass and Build-to lines



Walls and Screening Structures

# Urban Design

## Retail - T5

The Retail building type occurs in the heart of the town and is designed to showcase merchandise for sale. Large, creative storefronts beacon shoppers and diners; the more appealing the setting, the better the sales. Angled in or protruding out, glass displays expand the viewing area. In addition, balconies and porches provide shading that protects merchandise from the harmful effects of direct sunlight. These buildings are usually directional with a decided front geared for sales and a utilitarian rear to service the business.

**Limits:**

*Lot coverage:*

100% maximum

*Setbacks:*

- 0' front
- 0' side, corner condition
- 0' side, internal condition
- 0' rear
- 0' walls and fences

*Height Limit:*

Principle building, 3 stories  
 Walls and Fences, 5'6"; 3'6" above retained walls at fill areas at any point, retaining walls at cuts as approved by Town Urbanist. Gates are required at all pedestrian openings.

*Finished floor above grade:*

0' at storefront entry, 5'0" maximum elsewhere

**Requirements:**

*Lot width:*

0'0" minimum

*Lot depth:*

0'0" minimum

*Build-to lines:*

0' front  
 0' side, corner condition  
 Facades are required to occupy 100% of buildable frontages (alleys not included)  
 Facades may have storefronts recessed under the façade proper per the Town Urbanist

*Height:*

1 story minimum

*Access to store:*

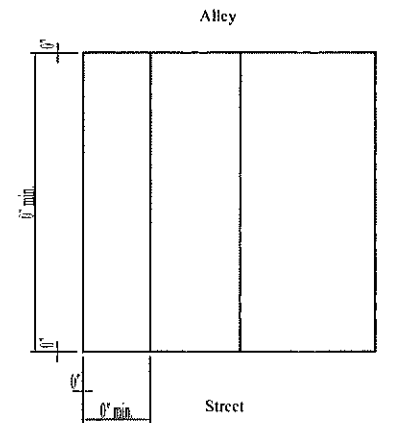
Via street frontage  
 In the case of recessed storefronts, decorative pavements that complement the architecture are required on 100% of frontages  
 In the case of a street corner condition or green street intersection, the primary access to the building shall be at the corner of the street systems (not rear)

*Porch, marquis, or awning:*

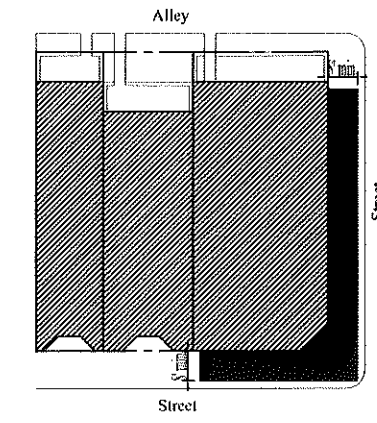
Where a recessed storefront is not provided, a covering is required for the protection of the pedestrian is required that is 8' in depth minimum and 8' above the sidewalk level minimum. Town Urbanist may have sole discretion of approval of technique and extent of covering.

*Parking/recycle/waste/condensers/utilities:*

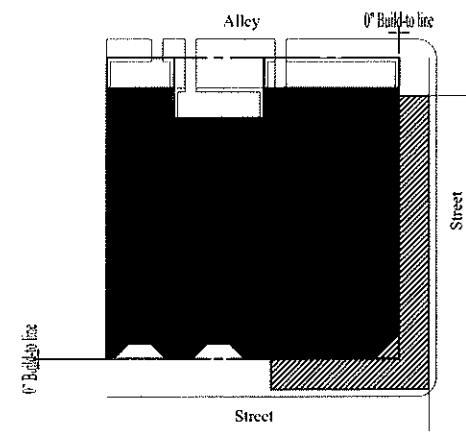
Unless authorized by the Town Urbanist, rear alley access must be utilized. In the case of front load conditions, the greatest care should ensure enclosure and concealment of such services



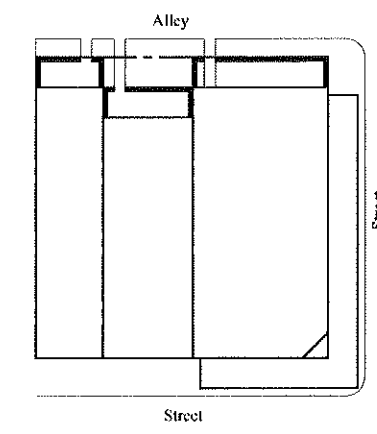
Property Lines and Setbacks



Porches, Balconies, and Encroachments



Building Mass and Build-to lines



Walls and Screening Structures

### Retail with Condominium - T5

The Retail with Condominium building type offers traditional stores below and condominiums on the upper floors. Located within the town center itself, it is the ultimate in convenient living. Balconies and porches offer shelter for shops and restaurants and provide outdoor space for those dwelling above. Views of the village green, Saturday markets, and access to civic functions make this option brightly popular with young urbanites and empty nesters alike.

**Limits:**

*Lot coverage:*

100% maximum

*Setbacks:*

0' front

0' side, corner condition

0' side, internal condition

0' rear

0' walls and fences

*Height Limit:*

Principle building, 3-1/2" stories plus stair/elevator access for roof terraces

Walls and Fences, 5'6": 3'6" above retained walls at fill areas at any point, retaining walls at cuts as approved by Town Urbanist. Gates are required at all pedestrian openings.

*Finished floor above grade:*

0' at storefront entry, 5'0" maximum elsewhere

**Requirements:**

*Lot width:*

0'0" minimum

*Lot depth:*

50'0" minimum

*Build-to lines:*

0' front

0' side, corner condition

Facades are required to occupy 100% of buildable frontages (alleys not included)

Facades may have storefronts recessed under the façade proper per the Town Urbanist

*Height:*

2 story minimum

*Access to store:*

Via street frontage

In the case of recessed storefronts, decorative pavements that complement the architecture are required on 100% of frontages

In the case of a street corner condition or green street intersection, the primary access to the building shall be at the corner of the street systems (not rear)

*Porch, marquis, or awning:*

Where a recessed storefront is not provided, a covering is required for the protection of the pedestrian is required that is 8' in depth minimum and 8' above the sidewalk level minimum. Town Urbanist may have sole discretion of approval of technique and extent of covering.

*Access to condos:*

Provided from the street to condo units via stair

Access must be provided to green street where occurring, in lieu of street

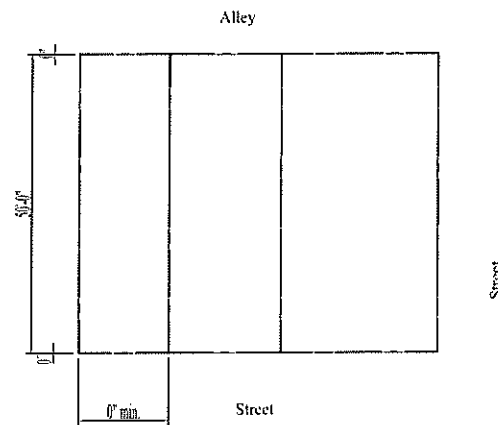
*Balconies and/or porches:*

Balconies must be 3'0" minimum to 5'0" maximum depth x 50% minimum of façade width on street and green street frontages per floor of condo units and must be 2'6" minimum to 3'6" maximum depth x 25% minimum of façade on alley frontage

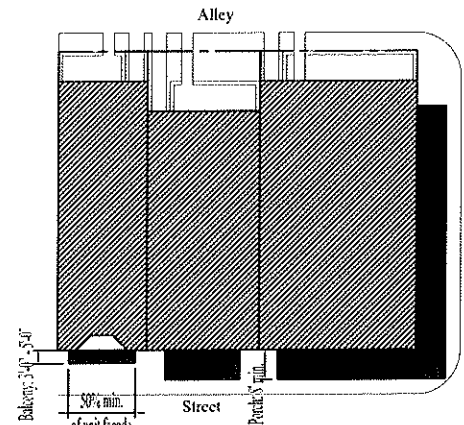
Porches must be 6' minimum to 10' maximum depth x 50% minimum of façade widths on street and green street frontages per floor of condo units

*Parking/recycle/waste/condensers/utilities:*

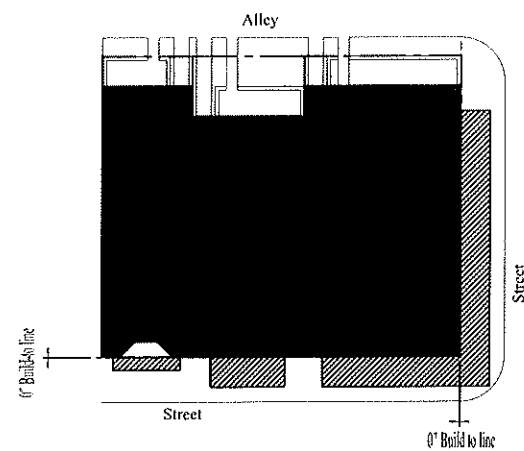
Unless authorized by the Town Urbanist, rear alley access must be utilized. In the case of front load conditions, the greatest care should ensure enclosure and concealment of such services



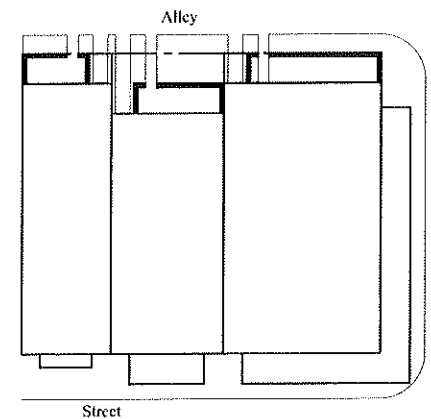
Property Lines and Setbacks



Porches, Balconies, and Encroachments



Building Mass and Build-to lines



Walls and Screening Structures

# Urban Design

## Gas Station/Drive through Retail - T5

Most towns have a need for various automobile oriented businesses. The building type includes not only gas stations, but drive-through restaurants, drive-through pharmacies, branch banks with drive-through needs, and any other retail establishments with a drive-through requirement. This building type is limited to corner conditions, and additionally, is restricted to specific automobile-oriented areas of the town as defined by the Town Urbanist.

### Limits:

#### Lot coverage:

No minimum

#### Setbacks:

- 0' front
- 0' side, corner condition
- 0' side, internal condition
- 0' rear
- 0' walls and fences

#### Height Limit:

Principle building, 2 stories  
Walls and Fences, 5'6"; 3'6" above retained walls at fill areas at any point, retaining walls at cuts as approved by Town Urbanist. Gates are required at all pedestrian openings.

#### Finished floor above grade:

0' at storefront entry, 5'0" maximum elsewhere

### Requirements:

#### Lot width:

0'0" minimum

#### Lot depth:

0'0" minimum

#### Build-to lines:

- 0' front
- 0' side, corner condition
- Facades are required to occupy 50% of buildable frontages (alleys not included)
- Facades may have storefronts recessed under the façade proper per the Town Urbanist

#### Height:

1 story minimum

#### Access to store:

Via street frontage. At least one entrance is required on the primary thoroughfare. In the case of recessed storefronts, decorative pavements that complement the architecture are required on 100% of frontages

#### Porch, marquis, or awning:

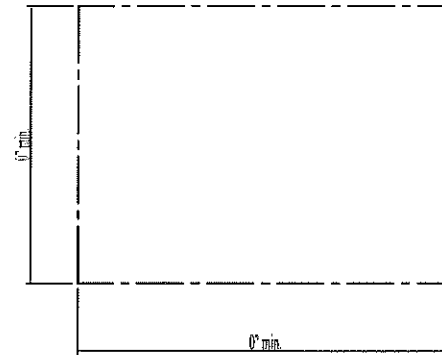
Where a recessed storefront is not provided, a covering is required for the protection of the pedestrian is required that is 8' in depth minimum and 8' above the sidewalk level minimum. Town Urbanist may have sole discretion of approval of technique and extent of covering.

#### Balconies and/or porches:

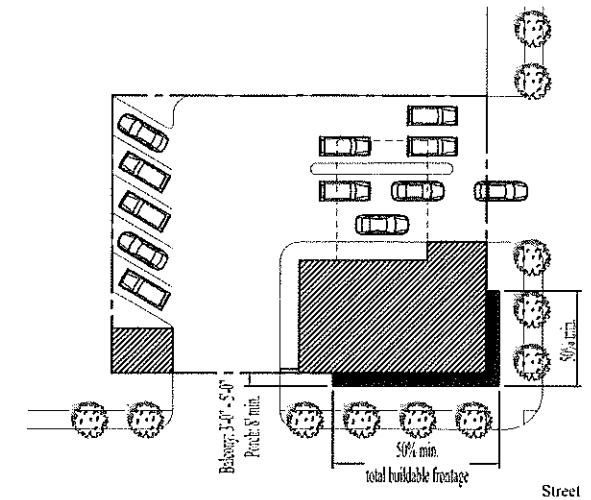
Balconies must be 3'0" minimum to 5'0" maximum depth x 50% minimum of façade width on street and green street frontages per floor of condo units and must be 2'6" minimum to 3'6" maximum depth x 25% minimum of façade on alley frontage  
Porches must be 6' minimum to 10' maximum depth x 50% minimum of façade widths on street and green street frontages per floor of condo units

#### Parking/recycle/waste/condensers/utilities:

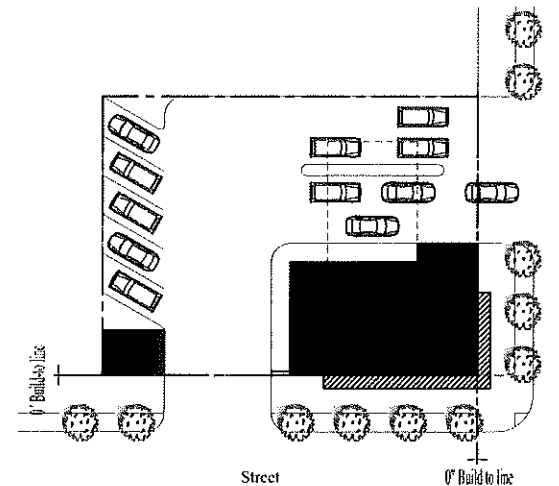
Unless authorized by the Town Urbanist, rear alley access must be utilized. In the case of front load conditions, the greatest care should ensure enclosure and concealment of such services



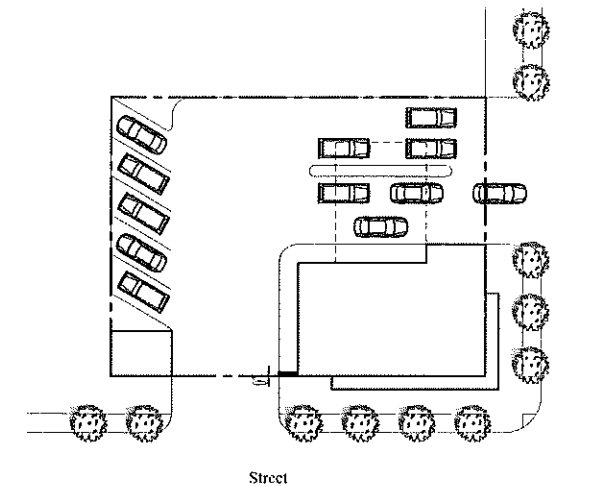
Property Lines and Setbacks



Porches, Balconies, and Encroachments



Building Mass and Build-to lines



Walls and Screening Structures

### Shopping Center - T5

Shopping centers are typically multi-building developments that occupy relatively large lots within the denser Transsects of the town. This building type is actually an organizational principal that provides for large parking requirements while at the same time meeting the need for urban street definition. Typically, parking is provided internal to the lot and is surrounded by commercial liner building that provide a continuous streetscape. If the lot is large enough, large commercial buildings may be placed internal to the lot.

**Limits:**

*Lot coverage:*

No minimum

*Setbacks:*

- 0' front
- 0' side, corner condition
- 0' side, internal condition
- 0' rear
- 0' walls and fences

*Height Limit:*

- Principle building, 3-1/2 stories plus stair/elevator access for roof terraces
- Liner buildings, 3-1/2 stories plus stair/elevator access for roof terraces
- Walls and Fences, 5'6"; 3'6" above retained walls at fill areas at any point, retaining walls at cuts as approved by Town Urbanist. Gates are required at all pedestrian openings.

*Finished floor above grade:*

- 0' at storefront entry, 5'0" maximum elsewhere

**Requirements:**

*Lot width:*

0'0" minimum

*Lot depth:*

00'0" minimum

*Build-to lines:*

- 0' front
- 0' side, corner condition
- Facades and porches/loggias are required to occupy 50% of buildable frontages (alleys not included)
- Facades may have storefronts recessed under the façade proper per the Town Urbanist

*Height:*

50% of liner buildings and corner buildings are required to be 2 story minimum

*Access to liner buildings:*

- Via separations between buildings or street frontages. Entrances are not required along primary thoroughfare but are encouraged.
- In the case of recessed storefronts, decorative pavements that complement the architecture are required on 100% of frontages
- In the case of a street corner condition or green street intersection, the primary access to the building shall be at the corner of the street systems (not rear)

*Porch, marquis, or awning:*

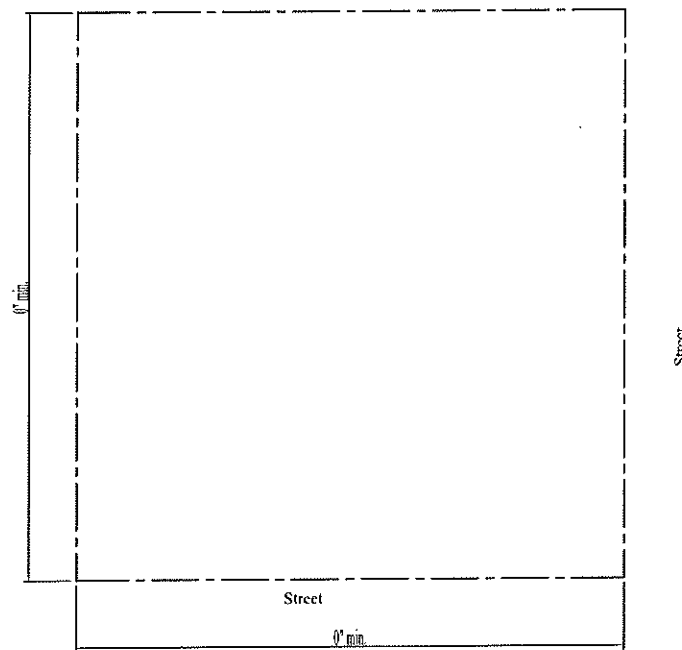
Where a recessed storefront is not provided, a covering is required for the protection of the pedestrian is required that is 8' in depth minimum and 8' above the sidewalk level minimum. Town Urbanist may have sole discretion of approval of technique and extent of covering.

*Balconies and/or porches:*

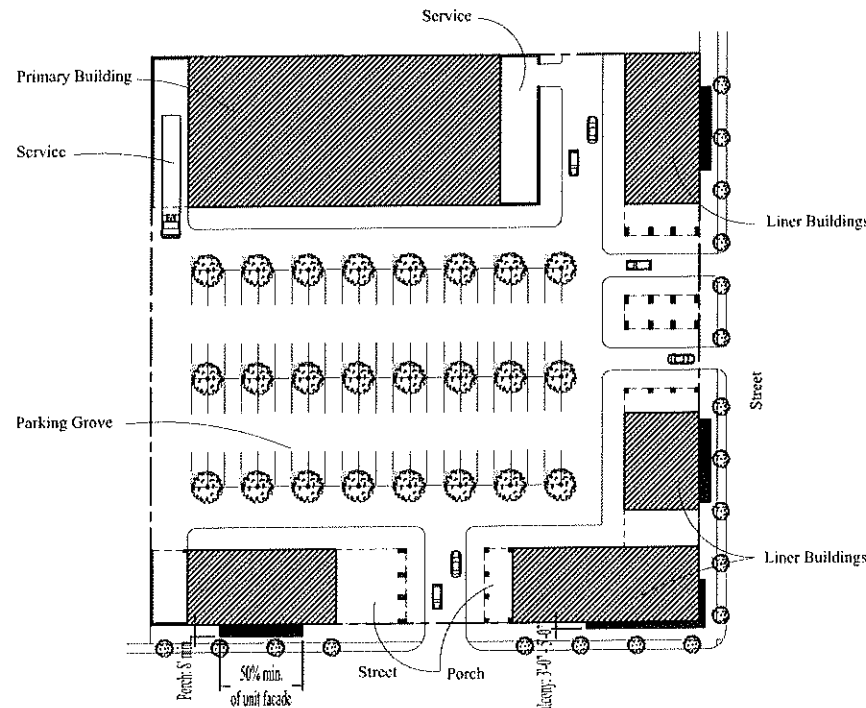
- Balconies must be 3'0" minimum to 5'0" maximum depth x 50% minimum of façade width on street and green street frontages per floor of condo units and must be 2'6" minimum to 3'6" maximum depth x 25% minimum of façade on alley frontage
- Porches must be 6' minimum to 10' maximum depth x 50% minimum of façade widths on street and green street frontages per floor of condo units

*Parking/recycle/waste/condensers/utilities:*

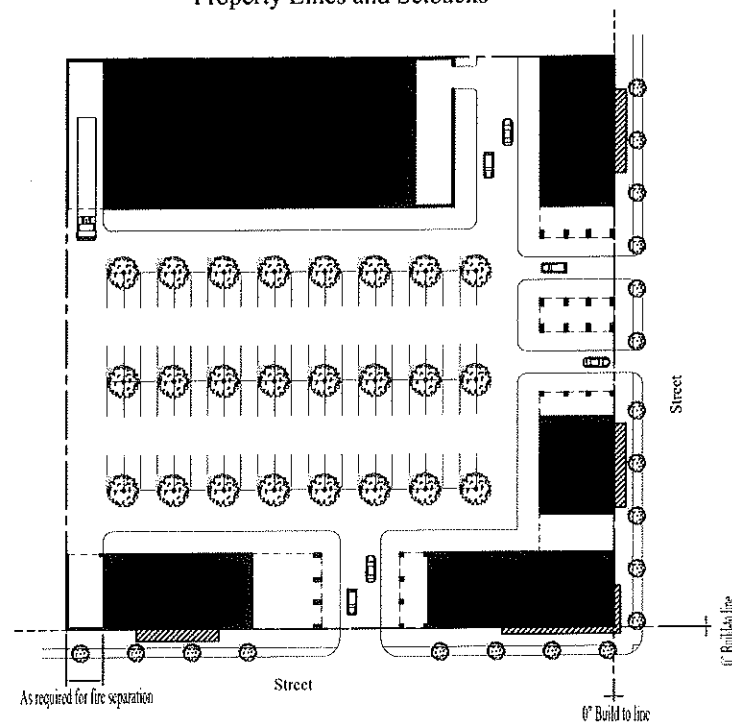
Concealed from view as directed by the Town Urbanist



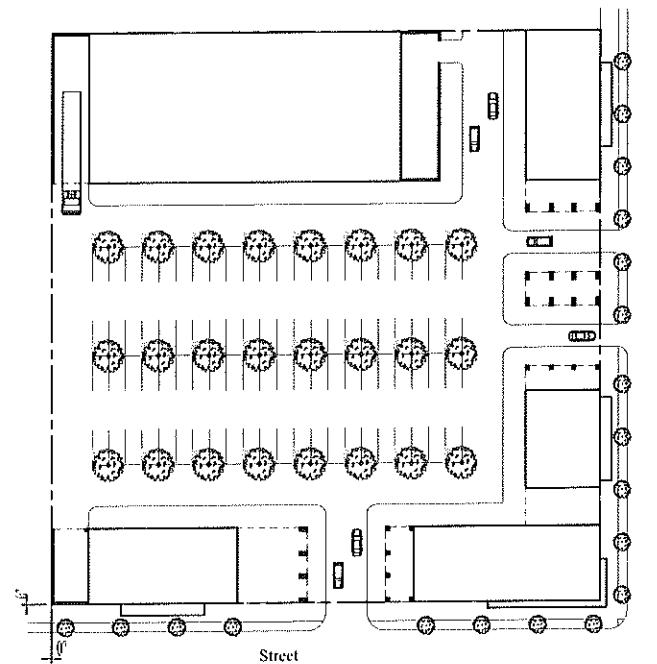
Property Lines and Setbacks



Porches, Balconies, and Encroachments



Building Mass and Build-to lines



Walls and Screening Structures

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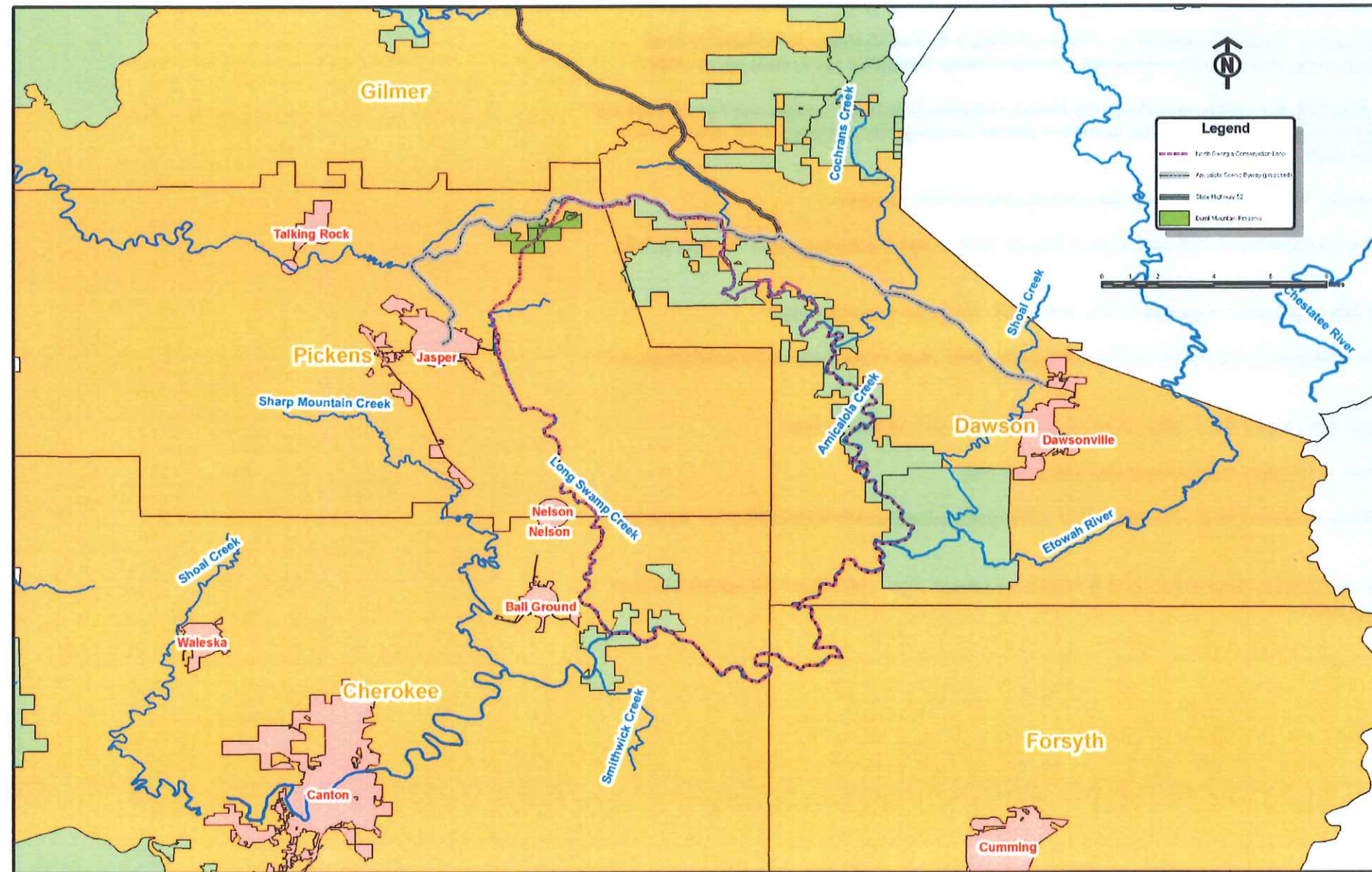
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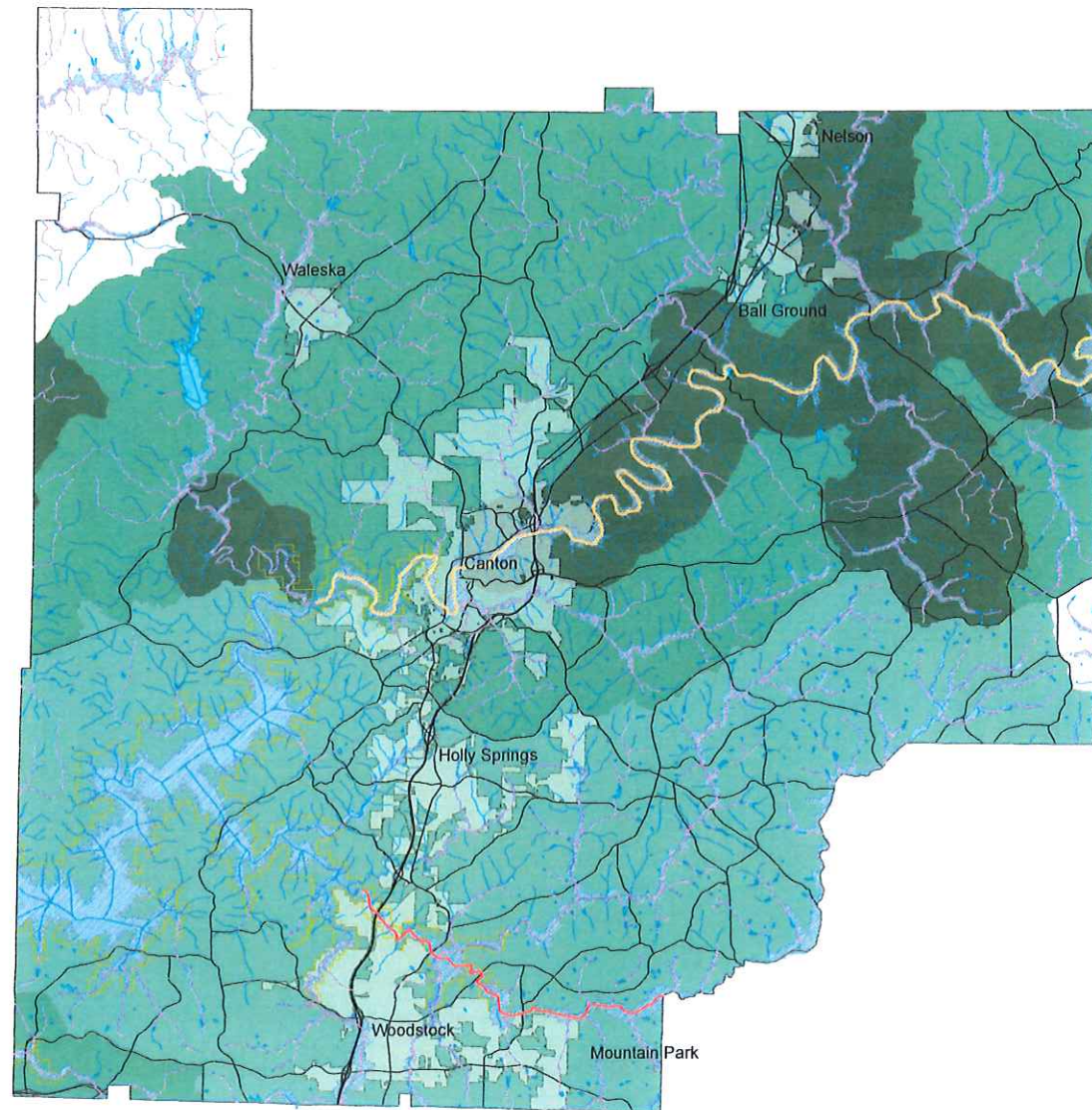
# Appendix

## North Georgia Conservation Loop



**Cherokee Protected Environmental Areas**

Cherokee County Habitat Conservation Plan



**Legend**

- |   |   |
|---|---|
|  100 Year Flood Plane      |  Etowah HCP Priority Areas 1 |
|  Etowah River Buffer       |  Etowah HCP Priority Areas 2 |
|  Little River Buffer       |  Etowah HCP Priority Areas 3 |
|  50ft Stream Buffer        |  Corps Property              |
|  Impervious Surface Buffer |   |

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PARTICULAR PURPOSE.

Drawing Prepared By:  
CHEROKEE COUNTY  
PLANNING & ZONING DEPT.  
CANTON, GA  
DATE: 08/24/06

0 1 2 4 6 8 Miles



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