

# CITY OF ACWORTH COMPREHENSIVE PLAN 2006-2026

Prepared for  
City of Acworth  
Acworth, Georgia



**A RESOLUTION TO TRANSMIT THE COMMUNITY ASSESSMENT AND  
COMMUNITY PARTICIPATION PROGRAM AS INITIAL ELEMENTS OF THE  
FIVE-YEAR UPDATE TO THE ACWORTH COMPREHENSIVE PLAN**

WHEREAS, the City of Acworth has completed the Community Participation and Community Assessment documents as part of the 5-year update to the Acworth Comprehensive Plan.

WHEREAS, these documents were prepared according to the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005 and established by the Georgia Planning Act of 1989, and the required public hearing was held on June 29, 2005.

BE IT THEREFORE RESOLVED, that the Mayor and Board of Aldermen of the City of Acworth do hereby transmit the Community Assessment and the Community Participation Program portions of the 5-year update to the Acworth Comprehensive Plan to the Atlanta Regional Commission (ARC) and the Georgia Department of Community Affairs (DCA) for official review.

**Passed and adopted this 17<sup>th</sup> day of August, 2006 at a regular meeting of the Mayor and Board of Aldermen of the City of Acworth.**



Thomas W. Allegood, Mayor

Attest:



Regina R. Russell, City Clerk





**City of Acworth  
2006-2026 Comprehensive Plan**

**Community Assessment**

Prepared for:  
**The City of Acworth**  
Acworth, Georgia

**By:**



**MACTEC Engineering and Consulting, Inc.**  
**Kennesaw, Georgia**  
**August, 2006**  
Project 6311-06-0031



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# 1 Introduction

## 1.1 Purpose

The Community Assessment provides a factual and conceptual foundation for the remaining work involved in preparing the City of Acworth Comprehensive Plan. The Comprehensive Plan that is being used by the City today was adopted in 2001. Production of the Community Assessment involved the collection and analysis of community data and information. This report represents the final product of that analysis and provides a concise, informative report that stakeholders will use to guide their decision making during the development of the Community Agenda portion of the plan.

The *City of Acworth Comprehensive Plan 2006-2026* will primarily focus on the area within the City limits, although since county government provides some services to residents of the city, a review of city data in some instances will help define the existing and future demands.

The Community Assessment also serves the purpose of meeting the intent of the Georgia Department of Community Affairs' (DCA) "Standards and Procedures for Local Comprehensive Planning," as established on May 1, 2005. Preparation in accordance with these standards is an essential requirement in maintaining the City's status as a Qualified Local Government.

## 1.2 Scope

The Community Assessment includes the following information, as required by the DCA Standards:

- Listing of issues and opportunities that the community wants to address
- Analysis of existing development patterns
- Analysis of consistency with the Quality Community Objectives
- Analysis of supporting data and information

The Community Assessment provides an executive summary of community analyses in order to provide an easy reference for stakeholders who will need to refer to the information throughout the planning process. Information referenced in Sections 2 and 3 of the report can be found in its entirety in the "Analysis of Supportive Data for the Community Assessment." Figure 1-1 shows the City location in relation to Cobb County.





## 2 Issues and Opportunities

### 2.1 Introduction

The issues and opportunities described below have been identified from a review of the *Analysis of Supportive Data*. This analysis included an examination of the Quality Community Objectives. The *Analysis of Supportive Data* can be found as an addendum to this report. The report organizes the issues and opportunities by the major topics defined in the State of Georgia Department of Community Affairs (DCA) Local Planning Requirements. The assessment topics are:

- Population
- Economic Development
- Housing
- Natural and Cultural Resources
- Community Facilities and Services
- Transportation
- Intergovernmental Coordination
- Land Use

### 2.2 Population

#### 2.2.1 Issues

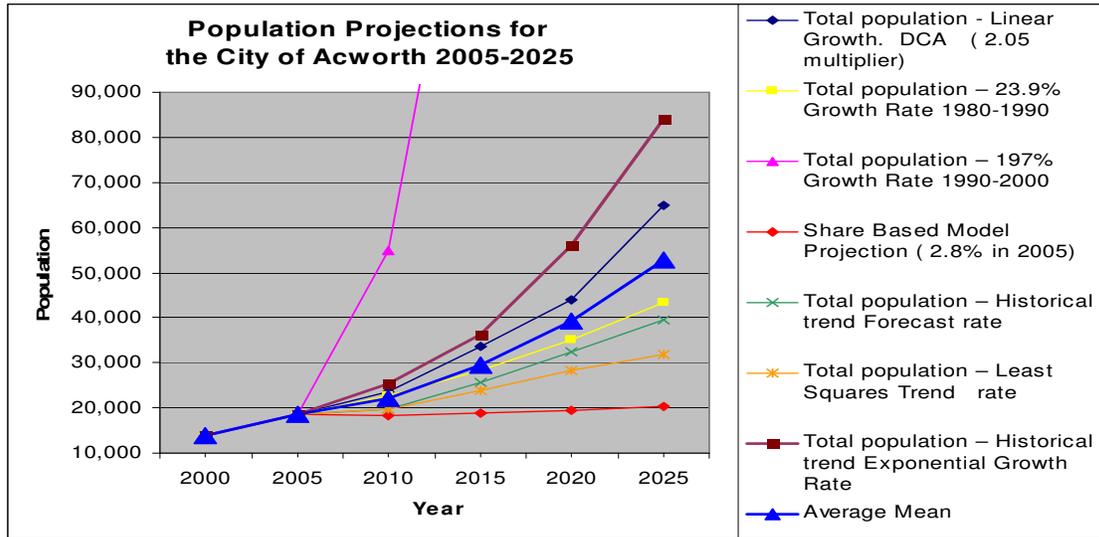
##### 1. Moderate Population Growth

Several population projection models were used to determine Acworth's population 2025. An average annual rate between 0.5% and 12.6% is expected during the 20 year period. The U.S. census estimated the 2005 population to be 18,431. This figure may increase to 44,935(Average Mean) by 2025. This figure equates to a 144% growth rate during the period or an average of 7.2% annually.

Figure 2.2.1 presents the wide range of projections demonstrated by the models. The future population is somewhat unpredictable and will depend heavily on the City's future land use and growth management policies including annexation. Other factors influencing future growth include the land use and growth management coordination between the City, County and other municipalities, local housing market conditions, and economic conditions in the region, the State and the Nation.



Figure 2.2.1



## 2. Consistent Growth Throughout all Age Cohorts

In 2000, children age 0-17 comprised 27.0% of the population and that age group is expected to comprise a slightly smaller portion of the population in 2025 with 26.4%. This rate projects this population to be 17,168 in 2025 up from the 2000 total of 3,630. Working adults age 18-64 comprised 65.8% of the population in 2000 and are expected to share a larger portion of the population (67.1%) in 2025. There must be continued efforts to plan for growth in the school system as well as the job market.

Acworth's senior population (65 and over) is expected to decrease from 7.2% to 6.5% of the total population. The percentages equate to a total of 4,219 seniors in 2025 based on DCA population projections which is based on a total population of 65,029. However, as with children, this slight decrease in the percentage of the senior citizens will still equate to a larger number of seniors living in Acworth than currently reside here. Careful monitoring will be required to insure that the City can provide the appropriate facilities, services, transportation options and recreation requirements that this segment of the population will require.

## 3. Hispanic Population

This segment of the population is expected to grow at a fast rate and add significantly to the population. In 2000, Hispanics comprised 6.0% of the population. In 2025, this segment is projected to comprise over 7.6% of the total population- an increase of 5,753 people which equates to an additional 288 people per year.



## **2.3 Housing**

### **2.3.1 Issues**

#### **1. Demographic Changes Affect Housing Demand**

There are several demographic factors that may shape and will likely continue to shape the local housing market for Acworth. Traditionally, the housing market has been dominated by single family homes with homeowners who have been white, age 25-44 and solidly middle class. Other race and ethnic groups are projected to compose a large share of the population which may create demand for different types or styles of homes within the single family home categories

#### **2. Continued Monitoring of Housing Choices**

Housing prices in Acworth are considered affordable. Compared to other cities in metro Atlanta, home price increases have remained in line with income growth rates. Median home values in Acworth have increased at an average annual growth rate of 7.8% since 1990 while median household incomes have increased by 5.8% annually. Households earning more than \$60,000 annually have increased 30% since 1990. Households earning less than \$35,000 per year have decreased by 30%. The numbers suggest that more households are earning higher incomes and homeowners may be looking for more expensive housing and lifestyle options.

#### **3. Aging Neighborhoods and Multi-Unit Housing**

As homes, neighborhoods and multi-unit housing units mature, these units may fall into disrepair, become attractive as rental properties or become a target for property crimes. Acworth prides itself on appearance and preservation of its' housing stock.

### **2.3.2 Opportunities**

#### **1. Encourage Mixed Use Developments**

Where redevelopment or infill housing development opportunities exist, encourage Mixed Use developments. Mixed Use developments, sometimes referred to as Traditional Neighborhood Developments (TND's) offer a variety of housing types in a dynamic mixed-use environment. These developments consolidate housing, employment and activity centers which help to reduce traffic congestion and create an identity unique to Acworth.

#### **2. Monitor Market for Opportunity to Encourage High-End and Senior Housing**

As household income rises for Acworth residents, upgrades in housing and lifestyle are sure to follow. Market conditions that may be favorable to high end development should be monitored. Based on the increase in household incomes above \$75,000 and the 2000 Average Medium Income of \$56,501, additional new homes in the price range of \$214,000 to \$265,000 should be considered.

There may be opportunities to capitalize on mixed-use, in-town or infill development. Also, as the baby boomer population ages, opportunities to provide senior housing may be available. Acworth can effectively plan infill developments that may provide convenient, centrally located services to seniors.



## **2.4 Economic Development**

### **2.4.1 Issues**

#### **1. Lack of a Strategic Economic Development Plan**

The City lacks a strategic economic development plan. The Downtown Development Authority and the Acworth Business Association contributes to planning and business leadership. Additional re-development or revitalization outward from the CBD is needed.

#### **2. Infrastructure Requirements to Support Economic Development**

Roads, water, sewer, power are key infrastructure components needed to develop an economic base. The City must work closely with the Cobb, Paulding, and Bartow Counties, developers, the City's utility and public service departments, and the Planning and Zoning Commission to insure that utility and services expansions are planned in accordance with development.

#### **3. Relevant Job Growth to Population Growth**

Based on commuting patterns in 2000, jobs appear to be growing consistently with the population. However, the jobs being provided are low wage jobs that are primarily filled by non-Acworth residents. In 2000, approximately 89% of the labor force commutes to work outside of Acworth. In 1990, this percentage was also high at 80%.

#### **4. Hispanic Population**

New cultural challenges are being realized for housing, jobs, job training, public transportation, recreation, retail, professional and government services. New costs may arise for current businesses and government services to accommodate the cultural needs and wants as well as language barriers.

### **2.4.2 Opportunities**

#### **1. A Fast Growing Economic Base**

Much of the moderate to heavy industrial and retail development is occurring to the north and south of the CBD along the I-75 and Highway 41 corridors. Strong consideration should be given to limiting this type of development to only these areas so as to not encroach upon the residential, small town feel of the CBD and surrounding parks and neighborhoods.

#### **2. Diversified Economy**

One of Acworth's advantages is its growing and diversified economy. A diversified economy is required for sustaining and perpetuating economic growth. The City had a 2000 employment base of 7,264 jobs, according to the US Census. *Manufacturing, Retail Trade and Construction* were the top sectors on the product side with 34.9% share. *For services, Finance and Real Estate, Professional Management and Health and Educational* were leading sectors with 35.1% share. These six sectors comprised 71% of the 2000 job sectors for Acworth.

Also, diversity in the economy will be achieved by the growing Hispanic population and the products and services that are created to support this growing segment. Furthermore, Acworth offers several geographic advantages for economic growth and



development, including its location on the Interstate 75 and Highway 41 corridors, gateways into Cobb County.

Since 2000, growth along the Highway 41 corridor has been substantial. Large retail developments have spurred smaller commercial enterprises. A diverse product and services foundation is continuing to be established in support of residential growth. Standard retail development outside the CBD and unique, one-of-a kind restaurants and stores in the CBD complement the economy of Acworth.

## **2.5 Natural and Cultural Resources**

### **2.5.1 Issues**

#### **1. Green Space and Park Development**

Despite being the “Lake City” surrounded by and linked by 13 parks totaling almost 350 acres, additional parks and greenspace are still desired by the residents. Many of the parks and greenspace are owned by the Army Corp of Engineers.

#### **2. Preserving Historic Areas**

Additional design and modification guidelines are needed for areas located near properties that qualify as candidates for redevelopment and infill development. These guidelines should address lot size, inappropriate modifications, or the encroachment of incompatible development. Many of the historic novelties may be at risk if inappropriate development occurs.

#### **3. Tree Ordinance and Enforcement**

As trees are damaged or removed, they are not always replaced. Many residents are disappointed that there is little or no authority to hold parties responsible for damage to or removal of street trees. Stricter and enforceable codes are needed.

### **2.5.2 Opportunities**

#### **1. Green Space and Park Preservation**

Efforts should be made to create and implement a comprehensive green space or recreation plan and keep it up-to-date. By developing a protective ordinance/overlay district, the City could demonstrate its commitment to protecting these resources from inappropriate development.

#### **2. Protect Water Quality**

Acworth’s proximity to Lake Allatoona is an important consideration for economic and recreational development. Acworth has taken a leadership role by creating and enforcing guidelines to protect the water quality of Lakes Acworth and Allatoona thereby insuring a cleaner water and recreation source. The City is engaged with regional water planning and management and should continue this degree of involvement.



#### **4. State and Federal Historic Preservation Programs**

The continued preservation of historic and cultural sites within the City and surrounding areas should be supported, not just for the historical value, but for the marketing appeal that attracts residents, business, and tourism to Acworth.

## **2.6 Facilities and Services Issues**

### **2.6.1 Issues**

#### **1. Meeting the Service Demands of Growing Population**

Many public services are owned and managed by the City such as police, solid waste management and parks and recreation. To accommodate the growing Hispanic population, initiatives may be required to establish Spanish-speaking services for police and parks and recreation and other departments that interact with the public.

#### **2. Office and Storage Space Requirements for All Public and Government Services**

Many, if not all, City government agencies lack sufficient space for personnel, expansion and storage despite the recent addition of a new city hall and police station. These departments will need to expand to accommodate the growing population. File storage is a major concern for administration functions in most departments.

### **2.6.2 Opportunities**

#### **1. Expand Other Utility Services**

The City may have the opportunity to expand the coverage of the phone/ internet and power services into undeveloped or annexed areas of the city or adjacent counties. This could provide several other sources of revenue.

#### **2. Infill Development**

Future infill developments close to the CBD or the expansion of existing structures may present opportunities to consolidate or integrate complementary City government services by incorporating them into the new development. Such opportunities could relieve the current space congestion, but keep key services in close proximity while maintaining the CBD as a community activity center.



## **2.7 Land Use**

### **2.7.1 Issues**

#### **1. Sprawling Commercial Centers**

Most of the significant commercial development in the City has occurred along the I-75 corridor interchanges and along Highway 41. Much of the commercial growth sprawls outward from large retail developments and touches boundaries with residential, office, and greenspace land uses thereby, potentially limiting the ability to improve connectivity or create pedestrian friendly environments.

#### **2. Strip Commercial Development**

The aging commercial strip developments along Main Street particularly east and west of the CBD detract from the historic character and local identity of Acworth. Many of the strip malls and freestanding business structures look tired and are lacking visual appeal. The structures that are sandwiched between the CSX rail line and Main Street as well as the old Days Chevrolet location are of particular concern,

### **2.7.2 Opportunities**

#### **1. Encourage Traditional Neighborhood Developments**

Traditional neighborhood developments can provide a wide range of housing types in developing areas with a connected pedestrian friendly street system and ample open space. In addition it provides opportunities to cluster small retail operations that may normally rely on the visibility and circulation created by large retail developments. This concept may provide unique transition zones between otherwise, conflicting land uses.

#### **2. Reserve Land for Industrial and Commercial growth**

Within the Future Land Use Plan, adequate space should be allocated for the growth of employment-related uses. Areas for industrial and heavy commercial expansion have been identified and located within an appropriate distance of most residential developments. Continue to insure that commercial and industrial development does not encroach upon neighborhoods. Promoting greenspace buffers may satisfy certain demands for green space while extending the trail system through the City.

#### **3. Use Greenspace to Revitalize Main Street**

Consider designating the current commercial corridor that is sandwiched between the CSX rail lines and Main Street as future greenspace that can be used for a pedestrian-friendly east-west connection as well as to satisfy the demand for additional green space. Commercial or mixed use redevelopment could then be designated for the south side of Main Street where larger, more suitable land parcels can be found such as the old Days Chevrolet property.



## **2.8 Transportation**

### **2.8.1 Issues**

#### **1. Reliance on Automobiles**

The residents understand that the reliance on automobile oriented travel contributes to the region's air and water pollution problems. Increased regional traffic and peak period congestion are reducing the level of service on many of the City's arterial roadways and the neighboring Interstate system.

#### **2. Shift in Commercial Development Patterns**

Current development trends appear to be facilitating the shifting of businesses away from town centers and activity centers towards strip retail developments along arterial road networks.

#### **3. Inter-parcel Connectivity**

Many of our major arterial corridors are experiencing increased peak period vehicular congestion, unappealing commercial signage clutter, and a heightened level of sprawling development patterns with a general lack of inter-parcel access. Inter-parcel connections between individual development uses where compatible, should continue to be encouraged, if not strengthened, in new development scenarios.

Roadway designs should be contemplated in a Context Sensitive Design manner to ensure that new transportation facilities are being developed and implemented in a way that provides positive results for connectivity, capacity, and the aesthetics of the local area.

#### **4. Mix of Travel Modes**

Greater connectivity and operational effectiveness can be achieved by mixing travel modes with respect to pedestrian, bicycle, transit, and vehicular transportation options.

#### **5. Encourage Use of Public or Alternative Transportation**

There are areas of the City that should look at improvements related to the relationship between the location of existing transportation facilities and public transit service with the growing populations that are in need of transportation options to access local area jobs, services, goods, health care, and recreation opportunities.

#### **6. Rail Lines**

Freight trains along the CSX corridor pass through the City on a frequent basis, causing many of the local residents to raise complaints about the associated noise.

### **2.8.2 Opportunities**

#### **1. Transportation Alternatives and Improvements.**

Support opportunities and transportation alternatives which reduce the need of the private automobile to get to places, thereby reducing traffic congestion.

Continue coordination with GDOT and the Cobb DOT to improve pedestrian visibility and signalization – and thereby reducing speeds - along the City's major arterials.



## **2. Development Patterns**

Development patterns that blend uses incorporating housing, jobs, and recreation should be promoted for mixed-use opportunities in the future.

## **3. Mix of Travel Modes**

Maintain an effective balance between auto-dependent transportation initiatives and alternative modes of transportation (e.g. bicycle, pedestrian, transit, carpooling, etc).

## **4. Develop a Plan and Encourage Acceptance of Public Transportation**

Continue to coordinate with CCT and GRTA with the intent of transit service options that adequately serve the residents of Acworth – including those with special and/or paratransit needs.

## **5. Rail Lines**

Coordinate with GDOT to investigate the feasibility of 'silent' railroad crossings through the City

## **2.9 Intergovernmental Coordination**

### **2.9.1 Issues**

#### **1. City and County Shared Services**

The County and City governments cooperate to provide or share services (parks and recreation, E911, Emergency Services, Police or Sheriff's Office, schools, water, sewer, other).

#### **2. Regular County-Municipal Coordination**

The City should meet regularly with its' neighboring municipalities to discuss issues pertinent to the area. Many of these discussions may currently be facilitated through regularly scheduled meetings with ARC and various local and regional governing bodies.

#### **3. Regional Transportation Planning**

City officials need to continue to be actively involved in the transportation planning activities with ARC, GRTA, and the Cobb County DOT. Transportation issues affect everyone and are the foundation for many home purchases, employment selections and economic development decisions.

### **2.9.2 Opportunities**

#### **1. Continue Coordination**

Continue to discuss issues and solutions regarding Service Delivery Agreements so as to provide the best possible services to the residents. Maintain proactive involvement in transportation planning, problem identification, and problem resolution.

## 3 Analysis of Existing Development Patterns

### 3.1 Introduction

The purpose of this analysis is to understand the development conditions and growth patterns currently occurring on the ground in Acworth. The analysis allows the further exploration of issues and opportunities related to the physical environment. The following analysis considers three aspects of the existing development patterns: existing land use, areas requiring special attention and recommended character areas.

### 3.2 Existing Land Use

An existing land use map displays the development on the ground categorized into groups of similar types of development at a given point in time. For purposes of this analysis, the Acworth Existing Land Use Map (Figure 3-1) shows what is on the ground. The data was collected by preparing geographic information system acreage estimates of existing land use inventory based on field reconnaissance and aerial photographic interpretation. Table 3.2 provides the acreage of existing land use by land use classification.

To properly gauge land use in Acworth, ten categories are used to classify different uses. These categories are based on those established by the Georgia Department of Community Affairs' "Standard Land Use Classification System". Each is represented by a different color on the Existing Land Use Map. The ten categories are as follows:

**Table 3.2: Existing Land Use**

Existing Land Use	Acreage	Percent
Agricultural	0	0.0%
Single-Family Residential	3994.08	47.0%
Multi-Family Residential	291.98	3.4%
Commercial	522.07	6.1%
Industrial	273.46	3.2%
Institutional	208.68	2.5%
Transportation/Communications/Utilities	37.65	0.4%
Parks and Greenspace	1803.27	21.2%
Religious	204.62	2.4%
Cemetery	13.47	0.2%
Vacant/Undeveloped	1145.59	13.5%
<b>Total Acreage</b>	<b>8494.87</b>	<b>100%</b>

The two categories of residential land use in the classification system are differentiated by the primary style of structure each contains:

**Single-family residential** areas include subdivisions and single-family homes, town homes or estates occupying individual tracts of land usually smaller than two acres.



**Multi-family residential** includes duplexes and other multiple dwelling units, individual buildings, complexes of buildings, and public housing units.

**Commercial** includes land used for non-industrial retail, office and business. Most commercial parcels are concentrated along three major corridors: Main Street, U. S. Highway 41, and Georgia Highway 92. There are few commercial properties in other parts of the City.

**Public/Institutional** includes state, federal, and local government facilities, schools, day-care centers, elder care centers, churches, cemeteries, libraries, and post offices. The few public and institutional uses in the City are scattered, but there is a small concentration in the Central Business District.

**Industrial** category includes manufacturing facilities, wholesale and distribution facilities, warehousing facilities, truck terminals, and land parcels that house both offices and warehouse/distribution facilities. Industrial uses are clustered in three areas. One is along Acworth Industrial Drive, which is a small industrial park adjacent to New McEver Road. The second lies along East Acworth Industrial Drive, also bordering New McEver Road. The third concentration is near the intersection of Robinson Road and North Main Street, in the northwestern corner of the City.

**Transportation/communication/utilities** category includes airports, water and sewer facilities, power stations, substations, water storage tanks, radio and television facilities, limited access highways, and railroad lines. The primary transportation use, aside from an extensive road network, is the CSX railroad line extending through the heart of the City. A major electricity easement passes through the City's northeastern corner.

**Undeveloped/vacant** category includes greenfield parcels, whether privately or publicly owned, and abandoned parcels. This category does not suggest any preference for future development type, nor should it be understood simply as a holding designation.

**Park and Recreation** parcels are scattered across thirteen parks throughout the City.

**Residential** areas, the vast majority of which is covered with single-family detached houses, blanket the City. The common variable involves density. Certain areas, particularly those developed before 1990, are very low density, with 0 to 2 units per acre. However, the housing built since 1990 tends to be much higher density, with 2 to 6 units per acre. Duplexes, triplexes, and multi-family buildings are less common, and generally confined to very small clusters along major corridors. There are 110 public housing units spread across five sites, all of them duplexes or triplexes. The Acworth Housing Authority currently has no expansion plans.

### 3.3 Recommended Character Areas

Character area planning focuses on the way an area looks and how it functions. Applying development strategies to character in the City of Acworth can preserve existing areas and help other areas function better and become more attractive. They help guide future development through policies and implementation strategies that are tailored to each situation. The character areas recommended for the City of Acworth, described in Figure 3-6 and mapped in Figure 3-7, define areas that:

- Presently have unique or special characteristics that need to be preserved.
- Have potential to evolve into unique areas.
- Require special attention because of unique development issues.

**Table 3.3: Recommended Character Area Descriptions**

Character Area	Description
RR Corridor	CSX rail line that runs north to south through town.
Historic Districts	Though not all of the buildings are of historical significance in this roughly 10 block area of Downtown Acworth, the structures are all key elements in defining the character of Acworth.
Commercial District Improvement Corridor	This section of Main Street located east and south of the CBD from Cowan Road to just past Old McEver Road contains many aging or even abandoned structures are in need of aesthetic updates. These areas are part of the initial gateway approach into downtown Acworth.
Mixed Tenure Downtown Residential	This is the outer core residential district that wraps around the CBD and touches the CBD Historic District and Character Lake District and Parks. This is a heavily wooded residential area with a broad mix of new and older homes that collectively present a unique character.
Historic Character Lake District	This is the collection of stylish homes located between the CBD and Lake Acworth. Large wooded lots, mature trees, proximity to the Lake and parks, and cottage style homes create a unique identity for this neighborhood.
Industrial	This partially developed area east of the CBD has little impact on the downtown area, but will impact adjacent housing markets.
Heavy Commercial	These are the corridors along I-75, Highway 92 and Highway 41 in which large commercial stores and strip malls are being built.
Parks and Recreation	Greenspace and parks that surround the downtown area and make Acworth unique.

Refer to Figure 3-2 Recommended Character Area Map.

### 3.4 Areas Requiring Special Attention

There are many benefits to growth. There are downsides as well. Growth inevitably impacts the natural and cultural environments as well as community facilities, services and infrastructure required to service an area. This section outlines areas where the real estate market has and continues to produce development that is dominated by single-function land uses, where aging commercial areas are in need of functional and aesthetic revitalization, where growth should be well managed due to the environmentally-sensitive nature of the land, or where historical districts and elements should be maintained as they comprise much of the identity of Acworth.

**Table 3.4: Areas Requiring Special Attention Descriptions**

Area	Description
Downtown Historic Districts	These roughly 10 square blocks of Downtown Acworth are key elements in defining the rural, historic character of Acworth through the preservation of buildings and their architectural style and details.
Commercial District Improvement Corridors	Two sections of Main Street- one section is located north of the Highway 92 overpass and the second section is located east and south of the CBD from Winn Street to Old McEver Rd. These commercial sections are aging with several vacant buildings and properties including the old Days Chevrolet property at the Cowan Rd intersection. These two sections are located along the north-south gateways and should serve as notice to travelers that they are entering historic Acworth.
Historic and Mixed Tenure Downtown Residential	These are the inner and outer bands of neighborhoods surrounding the CBD. These areas contain historic and unique homes and property that help define the character of Acworth through architectural styles and details, and maturing Hardwood forests. Wildlife abounds. Extensive maintenance is usually required from the older homes. Careful consideration should be given to types of infill development or redevelopment as erosion and pollution in this area directly impacts Lake Acworth and Lake Allatoona.
Heavy Commercial	These are the corridors along I-75, Highway 92 and Highway 41 in which large commercial stores and strip malls are being built. The two I-75 interchanges will also serve as gateways into Downtown Acworth and thereby should uphold common architectural guidelines that reflect the identity of the City. These areas are also of special concern due to traffic congestion, pollution, and potential property crime violations.

Refer to Figure 3-3 for the location of the Areas Requiring Special Attention.

## 4 Analysis of Consistency with Quality Community Objectives

This section is intended to meet the Minimum Standards for Local Comprehensive Planning requirement so that the Community Assessment includes an evaluation of the community's current policies, activities and development patterns for consistency with the Quality Community Objectives contained in the State Planning Goals and Objectives. The Department of Community Affairs' Office of Planning and Quality Growth created the Quality Community Objectives Local Assessment to assist local governments in evaluating their progress towards sustainable and livable communities. The assessment is meant to give the community an idea of how it is progressing toward reaching these objectives.

The following tables function as guide for assessing the current status of Quality Community Objectives in Acworth.

<b>Traditional Neighborhoods</b>			
Traditional neighborhood development patterns should be encouraged, including use of more human scale development, compact development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.			
	Yes	No	Comments
1. If we have a zoning code, it does not separate commercial, residential and retail uses in every district.	✓		
2. Our community has ordinances in place that allow neo-traditional development "by right" so that developers do not have to go through a long variance process.		✓	
3. We have a street tree ordinance that requires new development to plant shade-bearing trees appropriate to our climate.	✓		
4. Our community has an organized tree-planting campaign in public areas that will make walking more comfortable in the summer.	✓		
5. We have a program to keep our public areas (commercial, retail districts, parks) clean and safe.	✓		
6. Our community maintains its sidewalks and vegetation well so that walking is an option some would choose.	✓		
7. In some areas several errands can be made on foot, if so desired.	✓		
8. Some of our children can and do walk to school safely.	✓		
9. Some of our children can and do bike to school safely.	✓		
10. Schools are located in or near neighborhoods in our community.	✓		



<b>Infill Development</b>			
Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.			
	Yes	No	<i>Comments</i>
1. Our community has an inventory of vacant sites and buildings that are available for redevelopment and/or infill development.	✓		
2. Our community is actively working to promote Brownfield redevelopment.	✓		
3. Our community is actively working to promote greyfield redevelopment.	✓		
4. We have areas of our community that are planned for nodal development (compacted near intersections rather than spread along a major road).		✓	
5. Our community allows small lot development (5,000 square feet or less) for some uses.	✓		

\* No check mark indicates status of criteria is unknown. Additional research is required.

<b>Sense of Place</b>			
Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.			
	Yes	No	<i>Comments</i>
1. If someone dropped from the sky into our community, he or she would know immediately where he or she was, based on our distinct characteristics.	✓		
2. We have delineated the areas of our community that are important to our history and heritage, and have taken steps to protect those areas.	✓		
3. We have ordinances to regulate the aesthetics of development in our highly visible areas.	✓		
4. We have ordinances to regulate the size and type of signage in our community.	✓		
5. We offer a development guidebook that illustrates the type of new development we want in our community.		✓	
6. If applicable, our community has a plan to protect designated farmland.			NA



<b>Transportation Alternatives</b>			
Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.			
	Yes	No	Comments
1. We have public transportation in our community.	✓		
2. We require that new development connects with existing development through a street network, not a single entry/exit.	✓		
3. We have a good network of sidewalks to allow people to walk to a variety of destinations.	✓		
4. We have a sidewalk ordinance in our community that requires all new development to provide user-friendly sidewalks.	✓		
5. We require that newly built sidewalks connect to existing sidewalks wherever possible.	✓		
6. We have a plan for bicycle routes through our community.		✓	
7. We allow commercial and retail development to share parking areas wherever possible.	✓		

<b>Regional Identity</b>			
Each region should promote and preserve a regional "identity," or regional sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together, or other shared characteristics.			
	Yes	No	Comments
1. Our community is characteristic of the region in terms of architectural styles and heritage.	✓		
2. Our community is connected to the surrounding region for economic livelihood through businesses that process local agricultural products.	✓		
3. Our community encourages businesses that create products that draw on our regional heritage (mountain, agricultural, metropolitan, coastal, etc.).	✓		
4. Our community participates in the Georgia Department of Economic Development's regional tourism partnership.	✓		
5. Our community promotes tourism opportunities based on the unique characteristics of our region.	✓		
6. Our community contributes to the region, and draws from the region, as a source of local culture, commerce, entertainment and education.	✓		

<b>Heritage Preservation</b>			
The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.			
	Yes	No	Comments
1. We have designated historic districts in our community.	✓		
2. We have an active historic preservation commission.	✓		
3. We want new development to complement our historic development, and we have ordinances in place to ensure this.	✓		



<b>Open Space Preservation</b>			
New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.			
	Yes	No	Comments
1. Our community has a greenspace plan.		✓	
2. Our community is actively preserving greenspace, either through direct purchase or by encouraging set-asides in new development.	✓		
3. We have a local land conservation program, or we work with state or national land conservation programs, to preserve environmentally important areas in our community.	✓		
4. We have a conservation subdivision ordinance for residential development that is widely used and protects open space in perpetuity.	✓		

<b>Environmental Protection</b>			
Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.			
	Yes	No	Comments
1. Our community has a comprehensive natural resources inventory.	✓		
2. We use this resource inventory to steer development away from environmentally sensitive areas.	✓		
3. We have identified our defining natural resources and taken steps to protect them.	✓		
4. Our community has passed the necessary "Part V" environmental ordinances, and we enforce them.	✓		
5. Our community has a tree preservation ordinance which is actively enforced.	✓		
6. Our community has a tree-replanting ordinance for new development.	✓		
7. We are using stormwater best management practices for all new development.	✓		
8. We have land use measures that will protect the natural resources in our community (steep slope regulations, floodplain or marsh protection, etc.).	✓		



<b>Growth Preparedness</b>			
Each community should identify and put in place the pre-requisites for the type of growth it seeks to achieve. These might include infrastructure (roads, water, sewer) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs.			
	Yes	No	<i>Comments</i>
1. We have population projections for the next 20 years that we refer to when making infrastructure decisions.	✓		
2. Our local governments, the local school board, and other decision-making entities use the same population projections.	✓		
3. Our elected officials understand the land-development process in our community.	✓		
4. We have reviewed our development regulations and/or zoning code recently, and believe that our ordinances will help us achieve our QCO goals.	✓		Regulations may need some revision following the update of the plan.
5. We have a Capital Improvements Program that supports current and future growth.	✓		
6. We have designated areas of our community where we would like to see growth, and these areas are based on a natural resources inventory of our community.	✓		
7. We have clearly understandable guidelines for new development.	✓		
8. We have a citizen-education campaign to allow all interested parties to learn about development processes in our community.		✓	
9. We have procedures in place that make it easy for the public to stay informed about land use issues, zoning decisions, and proposed new development.	✓		
10. We have a public-awareness element in our comprehensive planning process.	✓		

<b>Appropriate Businesses</b>			
The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long-term sustainability, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.			
	Yes	No	<i>Comments</i>
1. Our economic development organization has considered our community's strengths, assets and weaknesses, and has created a business development strategy based on them.		✓	No plan exists.
2. Our economic development organization has considered the types of businesses already in our community, and has a plan to recruit businesses and/or industries that will be compatible.	✓		
3. We recruit firms that provide or create sustainable products.	✓		
4. We have a diverse jobs base, so that one employer leaving would not cripple our economy.	✓		



<b>Employment Options</b>			
A range of job types should be provided in each community to meet the diverse needs of the local workforce.			
	Yes	No	Comments
1. Our economic development program has an entrepreneur support program.		✓	Acworth Business Association assists with this.
2. Our community has jobs for skilled labor.	✓		
3. Our community has jobs for unskilled labor.	✓		
4. Our community has professional and managerial jobs.	✓		

<b>Housing Choices</b>			
A range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community (thereby reducing commuting distances), to promote a mixture of income and age groups in each community, and to provide a range of housing choice to meet market needs.			
	Yes	No	Comments
1. Our community allows accessory units like garage apartments or mother-in-law units.	✓		
2. People who work in our community can also afford to live in the community.	✓		
3. Our community has enough housing for each income level (low, moderate and above-average).		✓	
4. We encourage new residential development to follow the pattern of our original town, continuing the existing street design and maintaining small setbacks.	✓		
5. We have options available for loft living, downtown living, or "neo-traditional" development.		✓	
6. We have vacant and developable land available for multifamily housing.	✓		
7. We allow multifamily housing to be developed in our community.	✓		
8. We support community development corporations that build housing for lower-income households.	✓		
9. We have housing programs that focus on households with special needs.	✓		
10. We allow small houses built on small lots (less than 5,000 square feet) in appropriate areas.	✓		



<b>Educational Opportunities</b>			
Educational and training opportunities should be readily available in each community – to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.			
	Yes	No	Comments
1. Our community provides workforce training options for its citizens.		✓	Local colleges provide these services as well as the Georgia Department of Labor.
2. Our workforce training programs provide citizens with skills for jobs that are available in our community.	NA		
3. Our community has higher education opportunities, or is close to a community that does.	✓		
4. Our community has job opportunities for college graduates, so that our children may live and work here if they choose.	✓		

<b>Regional Solutions</b>			
Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.			
	Yes	No	Comments
1. We participate in regional economic development organizations.	✓		
2. We participate in regional environmental organizations and initiatives, especially regarding water quality and quantity issues.	✓		
3. We work with other local governments to provide or share appropriate services, such as public transit, libraries, special education, tourism, parks and recreation, emergency response, E-911, homeland security, etc.	✓		
4. Our community thinks regionally, especially in terms of issues like land use, transportation and housing, understanding that these go beyond local government borders.	✓		

<b>Regional Cooperation</b>			
Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources or development of a transportation network.			
	Yes	No	Comments
1. We plan jointly with our cities and county for comprehensive planning purposes.	✓		
2. We are satisfied with our Service Delivery Strategy.	✓		
3. We initiate contact with other local governments and institutions in our region in order to find solutions to common problems, or to craft region-wide strategies.	✓		
4. We meet regularly with neighboring jurisdictions to maintain contact, build connections, and discuss issues of regional concern.	✓		



<b>Transportation Alternatives</b>	
<p><b>Objective:</b> Alternatives to transportation by automobile, including mass transit, bicycle, and pedestrian facilities should be made available in each community. Greater use of alternate transportation should be encouraged.</p>	
<p><b>Overview:</b> Through recent planning efforts, Acworth is developing a greater understanding of the necessity of multi-modal transportation options. In support of this, many of the City's recent and planned transportation improvement projects are pedestrian-oriented. Although densities in the City may be too low to feasibly provide local transit service, the City does have connections to regional transit routes.</p>	
<b>Assessment</b>	<b>Comments</b>
We have public transportation in our community.	Yes, GRTA and CCT provide regional transit service with connections to MARTA and downtown Atlanta to Acworth commuters.
We require that new development connects with existing development through a street network, not a single entry/exit.	The city's development regulations do require subdivisions to provide at least two points of access to a major thoroughfare or collector street. However, they discourage connectivity in their stipulation that residential subdivision streets should be laid out to discourage through traffic (i.e. non grid pattern).
We have a good network of sidewalks to allow people to walk to a variety of destinations.	The City is developing a good network of sidewalks in the downtown core and along major roadways, however connectivity to and within residential neighborhoods could be improved to allow for walking to be a viable option for reaching more destinations.
We have a sidewalk ordinance in our community that requires all new development to provide user-friendly sidewalks.	Yes.
We require that newly built sidewalks connect to existing sidewalks whenever possible.	Yes.
We have a plan for bicycle routes through our community.	No. The City's Parks and Recreation Department is investigating means to connect the City's downtown, green spaces, and parks through bicycle connections.
We allow commercial and retail development to share parking areas whenever possible.	No. Shared parking is only encouraged in the City's C-1, Neighborhood Commercial and Mixed Use (MU) districts. There may be opportunities to develop additional shared parking requirements, especially in the City's other commercial, institutional and office districts.



**City of Acworth  
Comprehensive Plan 2006-2026**

**ANALYSIS OF SUPPORTING DATA  
TO THE COMMUNITY ASSESSMENT**

Prepared for:  
**The City of Acworth**  
Acworth, Georgia

By:



**MACTEC Engineering and Consulting, Inc.**  
Kennesaw, Georgia  
August 2006



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## 1. Introduction

This "Analysis of Supportive Data" follows the guidelines of the Rules of Georgia Department of Community Affairs (DCA), Chapter 110-12-1, Standards and Procedures for Local Comprehensive Planning, effective May 1, 2005. This section presents the full collection of analysis and supporting data to the Community Assessment. Maps associated with this document can be found in the "Atlas of Maps" section of the Community Assessment.

## 2. Population

### 2.1 Historic Population Growth

Table 2.1 shows recent population and growth trends for the City of Acworth. The 2000 Census reported the resident population of the City of Acworth as 13,422. This represents a 197% growth rate between 1990 and 2000. This growth rate greatly exceeds that of Cobb County and the state of Georgia during the same time period. The most recent U.S Census estimate (2005) places the City of Acworth's population at 18,428 residents.

**Table 2.1: Population Growth Rates: City of Acworth, 1980-2000**

Jurisdiction	1970	1980	1990	2000	2005	% Change 1970-1980	% Change 1980-1990	% Change 1990-2000	% Change 1980-2000	% Change 2000-2005
City of Acworth	3,929	3,648	4,519	13,422	18,428	-7.2%	23.9%	197.0%	267.9%	40.8%
Cobb County	196,793	297,718	447,745	607,751	663,818	51.3%	50.4%	35.7%	104.1%	9.2%
State of Georgia	4,611,000	5,457,566	6,478,216	8,186,453	9,072,576	18.4%	18.7%	26.4%	50.0%	10.8%

Source: Department of Community Affairs. U.S. Census

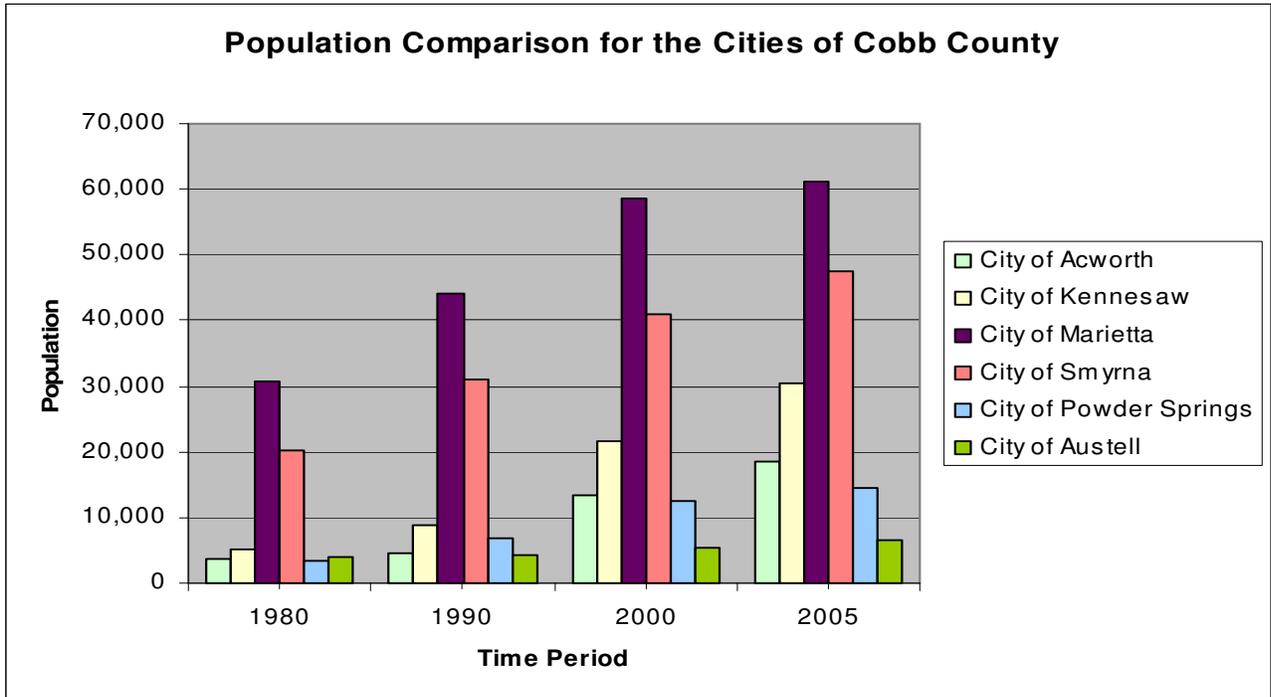
### 2.2 Population Growth in Cobb County and surrounding Cities

**Table 2.2: Population Growth in Cobb County and surrounding Cities**

Surrounding Population Comparison					1980-1990 Growth Rate	1990-2000 Growth Rate	1980-2000 Growth Rate	2000-2005 Growth Rate	1980-2005 Growth rate
Category	1980	1990	2000	2005					
City of Acworth	3,648	4,519	13,422	18,428	23.9%	197.0%	267.9%	37.3%	405.4%
Cobb County( unincorp)	230,514	348,114	455,067	484,891	51.0%	30.7%	97.1%	6.6%	110.4%
City of Kennesaw	5,095	8,936	21,675	30,522	75.4%	142.6%	325.4%	40.8%	499.1%
City of Marietta	30,829	44,129	58,748	61,261	43.1%	33.1%	90.6%	4.3%	98.7%
City of Smyrna	20,312	30,981	40,999	47,643	52.5%	32.3%	101.9%	16.2%	134.6%
City of Powder Springs	3,381	6,893	12,481	14,507	103.9%	81.1%	269.2%	16.2%	329.1%
City of Austell	3,939	4,173	5,359	6,566	5.9%	28.4%	36.1%	22.5%	66.7%
City of Cartersville	9,508	12,035	15,925	17,653	26.6%	32.3%	67.5%	10.9%	85.7%
City of Woodstock	2,699	4,361	10,050	19,602	61.6%	130.4%	272.4%	95.0%	626.3%
City of Canton	3,601	4,817	7,709	17,685	33.8%	60.0%	114.1%	129.4%	391.1%

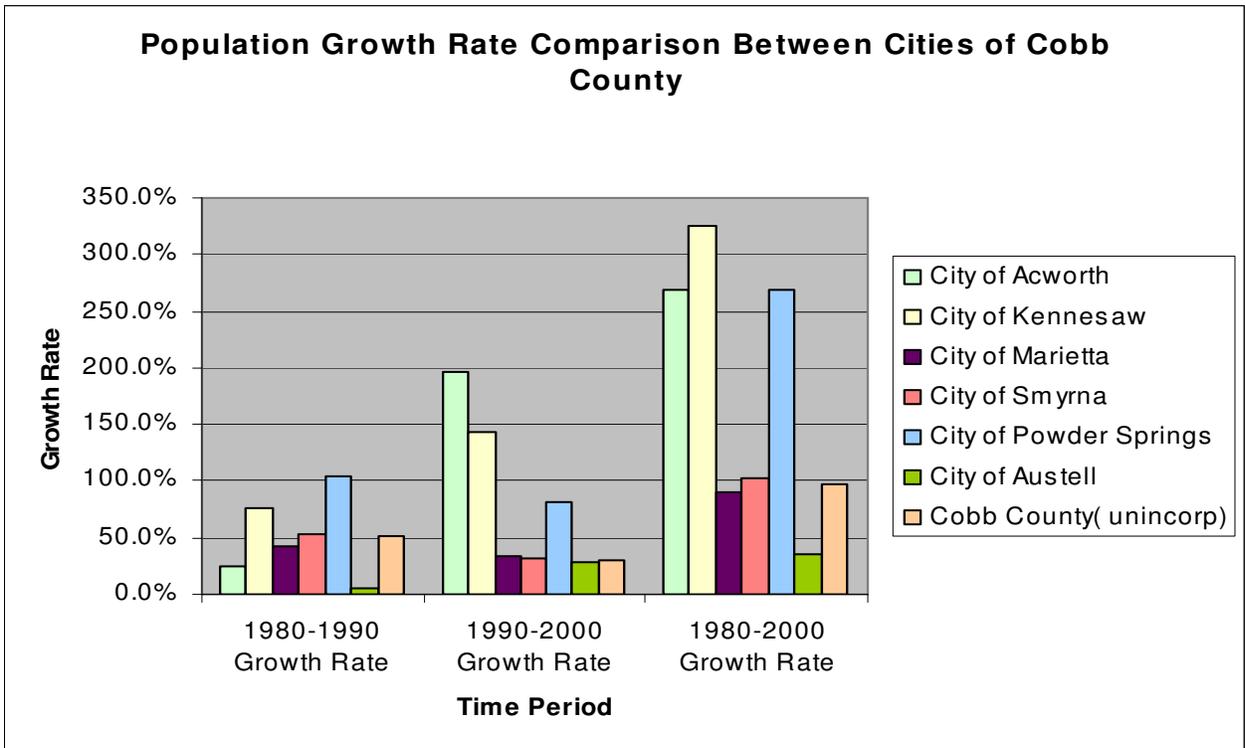
Source: US Census 1990-CPH 2-12 Table 8 (Population and Housing Unit Counts for Georgia)

**Fig. 2.2a: Population Growth Comparison Between Cities of Cobb County**



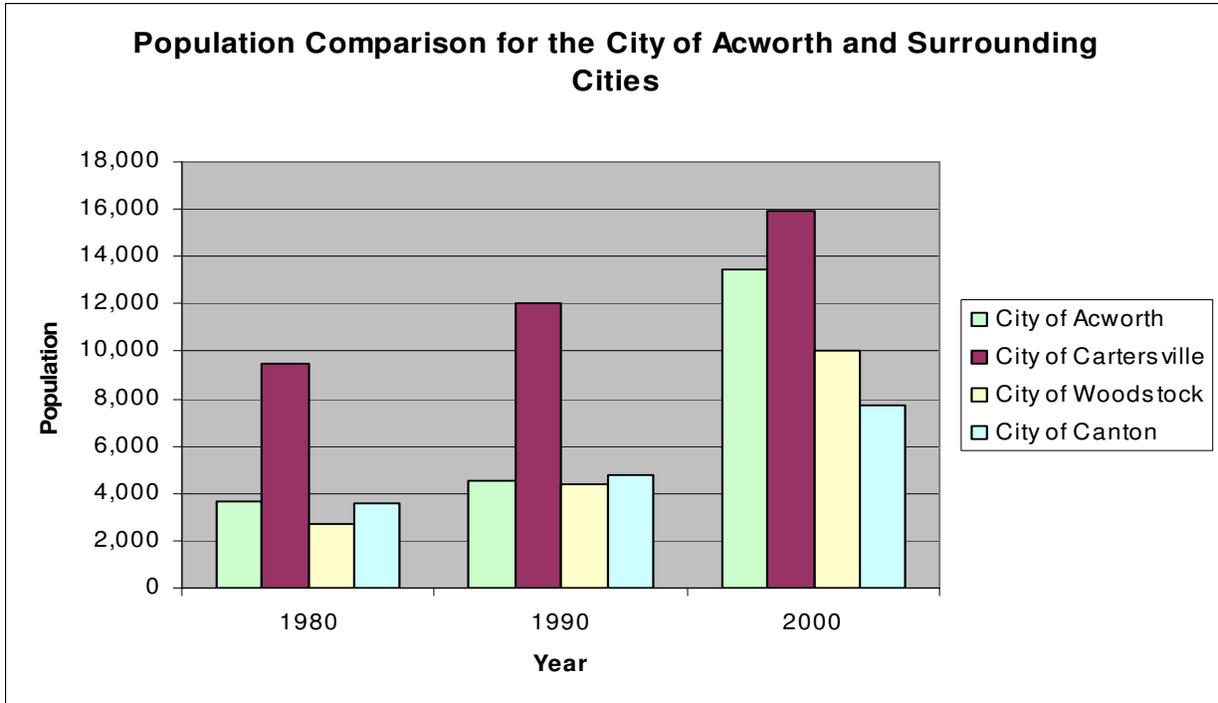
Source: Table 2.2

**Fig. 2.2b: Population Growth Rate Comparison Between Cities of Cobb County**



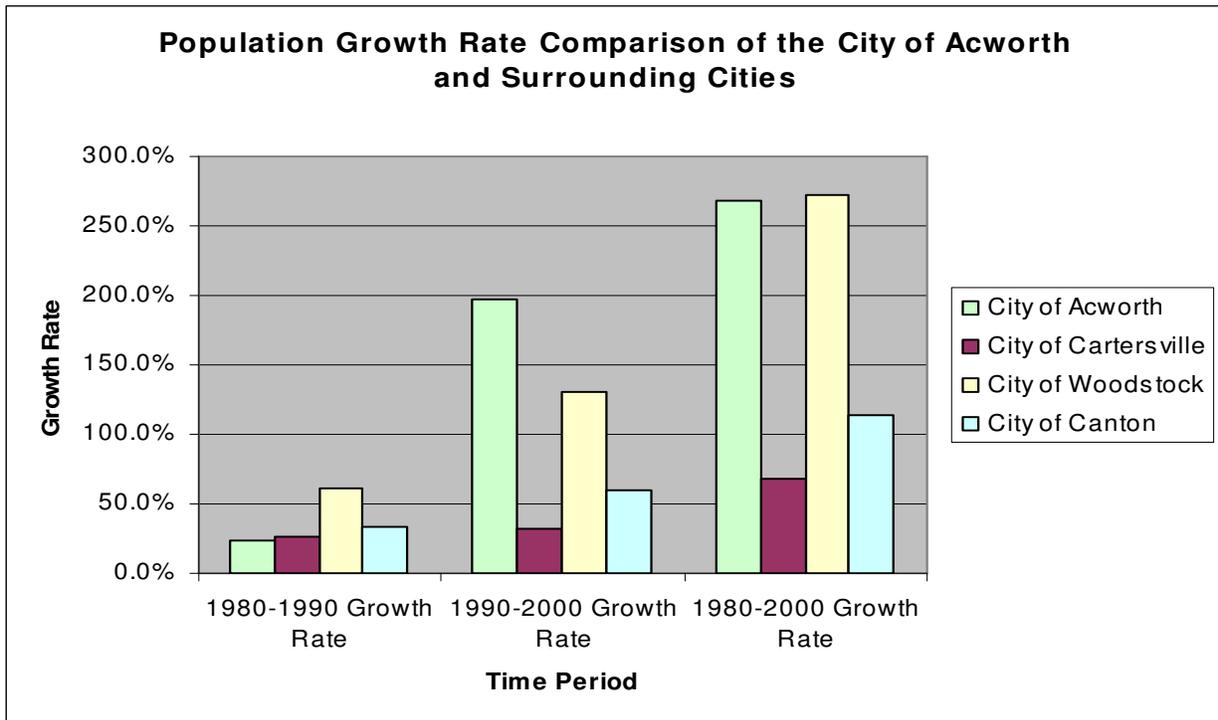
Source: Table 2.2

**Fig. 2.2c: Population Comparison Between the City of Acworth and Surrounding Cities**



Source: Table 2.2

**Fig. 2.2d: Population Growth Rate Comparison Between the City of Acworth and Surrounding Cities**



Source: Table 2.2

## 2.3 Population Projections

The City of Acworth is expected to continue to grow at a steady rate over the next two decades due to regional population growth trends, expansion of the local and regional economy, new housing developments and possible annexations. The exact rate is unknown. Eight methods of projections have been used to assist in forecasting growth within the City. Projections provided by the DCA (2.05 multiplier) show the City growing by 46,598 persons between 2005 and 2025 (method 1). This reflects a 20-year growth rate of 252%, slightly less than 268% growth observed between 1980 and 2000.

The 10-year growth rate between 1980 and 1990 was approximately 24 % (method 2), and the 10-year growth rate between 1990 and 2000 was approximately 197 % (method 3). Forecasts were produced using these growth rates projected through 2025. Still another method used was a Share Based Model which considers the 2005 Acworth share of the overall Cobb County Population (Method 4). In 2005, Acworth comprised 2.8% of the County population. Using this method, the 2025 population projection is 20,348 and represents a 10.4% overall growth rate. The County population projections were provided by ARC.

The Forecast, Straight Line Trend and Exponential Growth Projections were determined using historical population data in 5-year increments from 1980 to 2005. These methods produced results showing 115%, 72% and 357% growth rates for the 20-year period, 2005-2025 (Methods 5, 6 & 7).

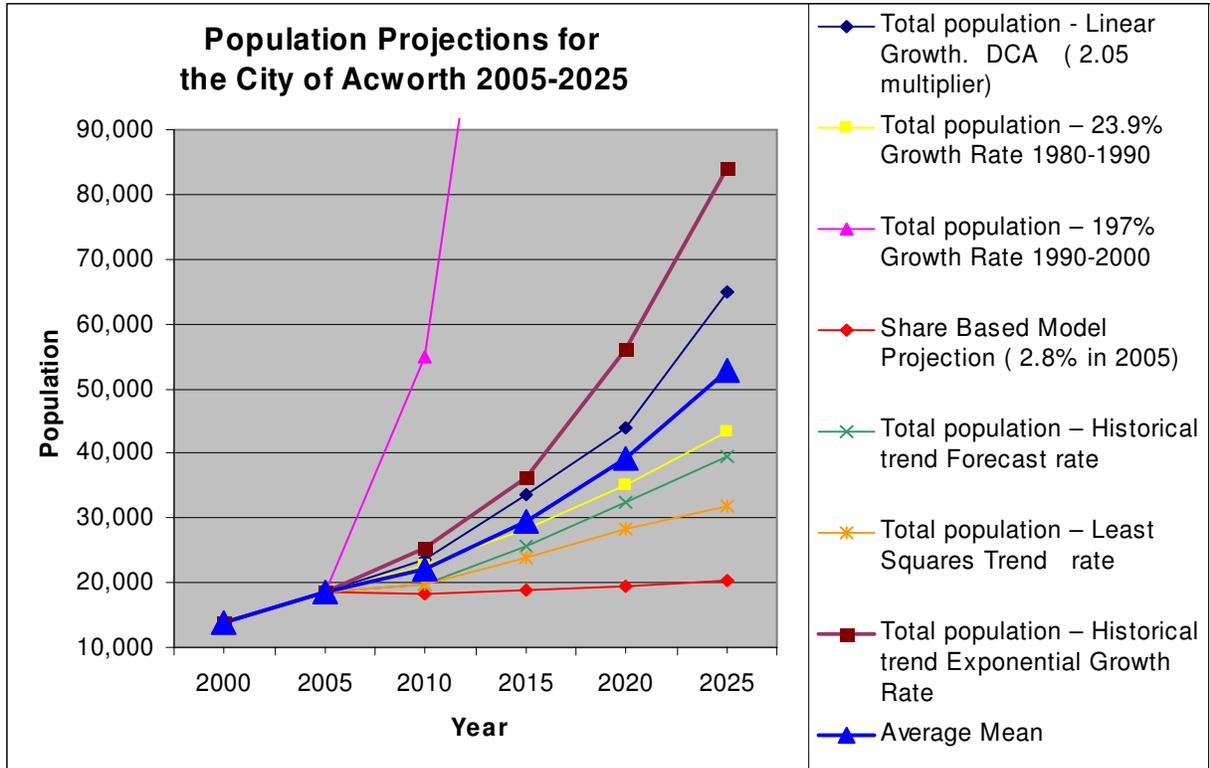
Finally, due to the range of results of the methodology projections, an Average Mean forecast was determined in Method 8 by removing the high and low estimates from all years for calculation methods 1-7 returning the highest and lowest projection in 2025. (\* Method 3 was eliminated due to the unrealistic projection numbers. Method 7 was eliminated from the Average Mean calculation as the high estimate.) The result is an estimate based on the average of the (4) remaining methodologies. This Average Mean returned a 20-year projection rate of 143.8% and a total population of 44,935 in 2025. This equates to an average annual growth rate of 7.2%.

**Table 2.3: Projected Population through 2025**

Calculation Method	Category	2000	2005	2010	2015	2020	2025
1	Total population - Linear Growth. DCA ( 2.05 multiplier)	13,767	18,431	23,440	33,709	43,978	65,029
2	Total population – 23.9% Growth Rate 1980-1990	13,767	18,428	22,832	28,289	35,050	43,427
3	Total population – 197% Growth Rate 1990-2000**	13,767	18,428	54,731	162,552	482,778	1,433,851
4	Share Based Model Projection ( 2.8% in 2005)	13,767	18,428	18,206	18,888	19,570	20,348
5	Total population – Historical Trend Forecast rate	13,767	18,428	19,645	25,783	32,316	39,578
6	Total population –Straight Line Trend rate	13,767	18,428	19,643	24,000	28,296	31,705
7	Total population – Historical Trend Exponential Growth Rate	13,767	18,428	25,354	36,164	56,009	84,236
8	Average Mean	13,767	18,429	21,390	27,945	34,910	44,935

Source: Department of Community Affairs. MACTEC Engineering and Consulting.

**Fig. 2.3a: Population Projections for the City of Acworth 2005-2025**



Source: Table 2.3

For the purpose of this Community Assessment update, unless otherwise noted, only the DCA forecast projections will be referenced and used for all required remaining projections. The projection results listed in Table 2.3 are for consideration purposes only.

The projected population increase will have the greatest impacts on the City's housing market and transportation planning. It is expected that there will be an increased demand for a variety of housing products in the City, especially at the low and high income levels. Housing or planned developments for "Baby-Boomers" will likely need to be considered as well. Recommendations for meeting future needs will be considered and incorporated into the housing policies included in the Community Agenda portion of the Comprehensive Plan. It is also anticipated that the increasing population will impact city services.

## 2.4 Daytime Population

The 2000 Census identified 7,099 workers aged 16 and over living in Acworth. Of these, 764 worked in Acworth, while 6,335 worked in some other place outside the City. The daytime population for Acworth in 2000 was approximately 10,420 compared to a resident population of 13,422 according to the 2000 Census. This represents an employment-residents ratio of 0.58, lower than most other suburban cities in the Atlanta area, and is consistent with the heavily residential nature of the City. Increased business development, including commercial and industrial businesses, may help to reduce outward commuting in the City.

## 2.5 Household Size and Number of Households

Table 2.5a shows in 2000 that City of Acworth had a slightly smaller average household size than the State including both owner and renter occupied units. Owner occupied households in the City of Acworth averaged 2.67 persons, while renter households averaged 2.34 persons per unit. The overall average household size for all housing units was 2.58. The average size of owner and renter occupied households was slightly below the state average.

Table 2.5b shows the historical number of Households in Acworth and compared to Cobb County. The percentage share of households to the County has risen consistently with population. In 2000, Acworth held 2.8% of the overall County population and 2.3% of the households, an increase of 6.1% total share compared to the County between 1990 and 2000.

**Table 2.5a: Average Household Size Comparison, 2000**

Jurisdiction	City of Acworth	Cobb County	Georgia
All Occupied Housing Units	2.58	2.64	2.65
Owner Occupied Housing Units	2.67	2.77	2.71
Renter Occupied Housing Units	2.34	2.36	2.51

Source: U.S. Census Bureau Census 2000, SF3, Table H18

**Table 2.5b: Number of Households Comparison**

No. of Households	1980	1990	2000
Acworth	1,245	1,758	5,194
Cobb County	106,595	171,288	227,487
Percentage of Cobb County	1.2%	1.0%	2.3%

Source: Department of Community Affairs

## 2.6 Age Distribution of Current and Future Population

The population increase in Acworth has been greatest in the 45-64 age group, with other age group populations increasing slightly less quickly. Between 1990 and 2000, a 306% population increase was observed in the 0-4 age group, compared to increases between 73% and 279% for other groups. This trend is well ahead of the State and National trends of an increasing population within young children and in older age groups due to aging baby boomers. The State of Georgia and the United States all saw their greatest population increase within the 45 to 64 year old category. Acworth saw its greatest increase in the young children and parental age brackets suggesting Acworth is attractive to young families. More detail is provided in Table 2.6a, below:

**Table 2.6a: Age Segment Growth Breakdown: 1990-2000**

Location	Age Range	1990 Census	2000 Census	Percentage Change
City of Acworth	0 - 4	330	1,341	306%
	5 - 24	1,572	4,844	208%
	25 - 44	1,452	5,505	279%
	45 - 64	934	2,101	125%
	65+	561	972	73%
Georgia	0 - 4	495,535	595,150	20%
	5 - 24	1,970,352	2,411,816	22%
	25 - 44	2,190,594	2,652,764	21%
	45 - 64	1,167,465	1,741,448	49%
	65+	654,270	785,275	20%
United States	0 - 4	18,354,443	19,175,798	4%
	5 - 24	71,987,755	80,261,468	11%
	25 - 44	80,754,835	85,040,251	5%
	45 - 64	46,371,009	61,952,636	34%
	65+	31,241,831	34,991,753	12%

Source: Department of Community Affairs

Table 2.6b shows the historic and projected age distribution of the population of the City of Acworth. There are no large shifts in the age distribution of the City's population expected during the planning period. The age groups that currently make up the largest percentage of the population will continue to do so in 2025. Those age groups include 0-13 year olds, 25-44 year olds, and those 65 and older.

**Table 2.6b City of Acworth: Age of Population**

Category	1980	1990	2000	2005	2010	2020	2025	Percentage Change '05-'25
0 - 4 Years Old	241	330	1,341	1,905	2,469	4,780	7,149	2866.4%
5 - 13 Years Old	551	566	1,883	2,566	3,248	6,047	8,916	1518.1%
14 - 17 Years Old	274	172	406	474	541	819	1,103	302.6%
18 - 20 Years Old	213	217	454	578	701	1,207	1,726	710.3%
21 - 24 Years Old	254	287	760	1,019	1,279	2,342	3,432	1251.2%
25 - 34 Years Old	511	833	3,177	4,543	5,910	11,512	17,254	3276.5%
35 - 44 Years Old	449	619	2,328	3,291	4,254	8,202	12,249	2628.1%
45 - 54 Years Old	440	496	1,309	1,754	2,200	4,026	5,897	1240.2%
55 - 64 Years Old	358	438	792	1,014	1,237	2,149	3,084	761.5%
65 and over	357	561	972	1,287	1,602	2,895	4,219	1081.8%

Source: Department of Community Affairs ( 2.05 multiplier)

NOTE: The projections are based on the average rate of change in each age group from 1980 to 2000.

The existing and continued concentration of population in child and parent or "family" age cohorts presents a continued need for programs and services that support families. Additionally, as almost all populations are projected to increase between 47% and 69% between 2005 and 2025, there will be a need to continually evaluate how to best serve the growing population with regard to services and community facilities.

**Table 2.6c: City of Acworth Age of Population by Percentage**

Category	1980	1990	2000	2005	2010	2020	2025
0 – 4 Years Old	6.6%	7.3%	10.0%	10.3%	10.5%	10.9%	11.0%
5 – 13 Years Old	15.1%	12.5%	14.0%	13.9%	13.9%	13.7%	13.7%
14 – 17 Years Old	7.5%	3.8%	3.0%	2.6%	2.3%	1.9%	1.7%
18 – 20 Years Old	5.8%	4.8%	3.4%	3.1%	3.0%	2.7%	2.7%
21 – 24 Years Old	7.0%	6.4%	5.7%	5.5%	5.5%	5.3%	5.3%
25 – 34 Years Old	14.0%	18.4%	23.7%	24.6%	25.2%	26.2%	26.5%
35 – 44 Years Old	12.3%	13.7%	17.3%	17.9%	18.1%	18.6%	18.8%
45 – 54 Years Old	12.1%	11.0%	9.8%	9.5%	9.4%	9.2%	9.1%
55 – 64 Years Old	9.8%	9.7%	5.9%	5.5%	5.3%	4.9%	4.7%
65 and over	9.8%	12.4%	7.2%	7.0%	6.8%	6.6%	6.5%

Source: Department of Community Affairs (2.05 multiplier)

Analysis of Acworth's population by numbers and by percentage reveals two interesting conclusions. The traditional child bearing age of cohort groups 25-44 have a direct and proportional correspondence to the 5-13 age cohort. One conclusion is that Acworth attracts young couples who move to Acworth and have children. However, the numbers and percentages of the 25-44 and 5-13 age cohorts do not carry over into the next higher tier of age brackets.

A second conclusion is that once the children of the couples reach late middle school and high school age the families move out of Acworth. This would also explain the increased need for Elementary and Middle schools in the North Cobb area, with no addition to or limited expansion of the local high schools.

## **2.7 Race and Ethnicity**

### **2.7.1 Racial and Ethnic Makeup**

Acworth's racial composition is similar to nearby Kennesaw. *White* residents account for approximately 80% of the population, within the range from Marietta (56%) to Kennesaw (82%), and higher than Cobb County's average of 72%. *Black* residents account for 13% of Acworth's population, compared to 10 to 29 percent for surrounding cities, and 19% for the County as a whole. *Asian/Pacific Islander* residents account for 2% of Acworth's population, similar to the small percentages for other cities, and for Cobb County. Residents of other races account for 5% of Acworth's residents, similar to Cobb County as a whole, but a lower percentage than in Marietta and Smyrna.

**Table 2.7.1a: Racial & Hispanic Ethnic Composition Comparison to County Municipalities (2000)**

Category	Acworth		Kennesaw		Marietta		Powder Springs		Smyrna		Austell	
White alone	10,692	79.7%	17,767	82.0%	33,185	56.5%	7,225	57.9%	24,368	59.4%	3,506	65.4%
Black or African American alone	1,696	12.6%	2,146	9.9%	17,330	29.5%	4,666	37.4%	11,147	27.2%	1,317	24.6%
American Indian and Alaska Native alone	28	0.2%	47	0.2%	188	0.3%	25	0.2%	170	0.4%	24	0.4%
Asian or Pacific Islander	312	2.3%	634	2.9%	1,795	3.1%	142	1.1%	1,620	4.0%	48	0.9%
Other race	694	5.2%	1,081	5.0%	6,250	10.6%	423	3.4%	3,694	9.0%	464	8.7%
Persons of Hispanic origin	812	6.0%	1,344	6.2%	9,947	16.9%	539	4.3%	5,659	13.8%	593	11.1%

Source: Department of Community Affairs

**Table 2.7.1b: Racial & Hispanic Ethnic Composition Comparison to Cobb County (2000)**

Category	Acworth		Cobb		Uninc. Cobb County	
White alone	10,692	79.7%	439,991	72.4%	343,248	75.4%
Black or African American alone	1,696	12.6%	114,233	18.8%	75,931	16.7%
American Indian and Alaska Native alone	28	0.2%	1,579	0.3%	1,097	0.2%
Asian or Pacific Islander	312	2.3%	18,844	3.1%	14,293	3.1%
Other race	694	5.2%	33,104	5.4%	20,498	4.5%
Persons of Hispanic origin	812	6.0%	46,964	7.7%	28,070	6.2%

Source: Department of Community Affairs

## 2.7.2 Race and Ethnicity Compared to Surrounding Cities

**Table 2.7.2: Racial & Hispanic Ethnic Composition Comparison to Surrounding Cities (2000)**

Category	Acworth		Canton		Cartersville		Woodstock	
White alone	10,692	80%	6,011	82%	12,187	56%	8,987	59%
Black or African American alone	1,696	13%	429	10%	2,714	29%	508	27%
American Indian and Alaska Native alone	28	0%	70	0%	44	0%	29	0%
Asian or Pacific Islander	312	2%	56	3%	138	3%	169	4%
other race	694	5%	1,143	5%	842	11%	357	9%
Total	13,422	100%	7,709	100%	15,925	100%	10,050	100%
Persons of Hispanic Ethnic Origin	812	6.0%	1,829	23.7%	1,160	7.3%	496	4.9%

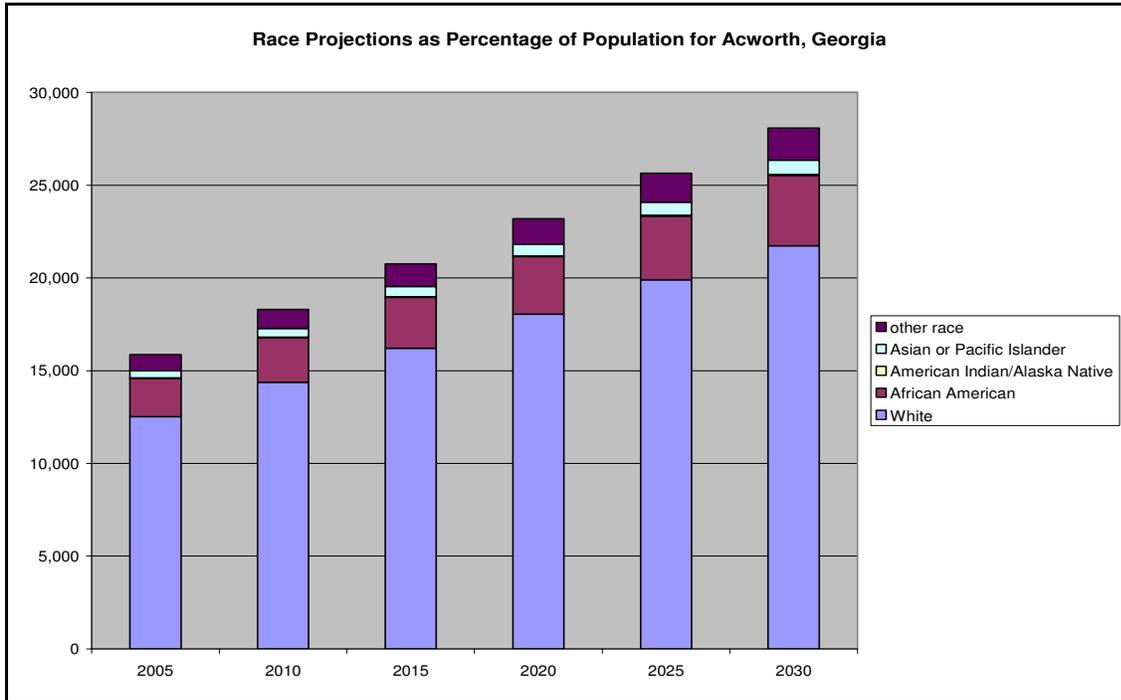
Source: Department of Community Affairs

## 2.7.3 Race and Hispanic Ethnic Origin Projections

The historic racial distribution trends of the City of Acworth show both *Black* and *White* residents making up the largest segments of the population, but progressively smaller portions of the population from 1980 through 2025. *Asian/Pacific Islander* and *Other* populations are forecast to

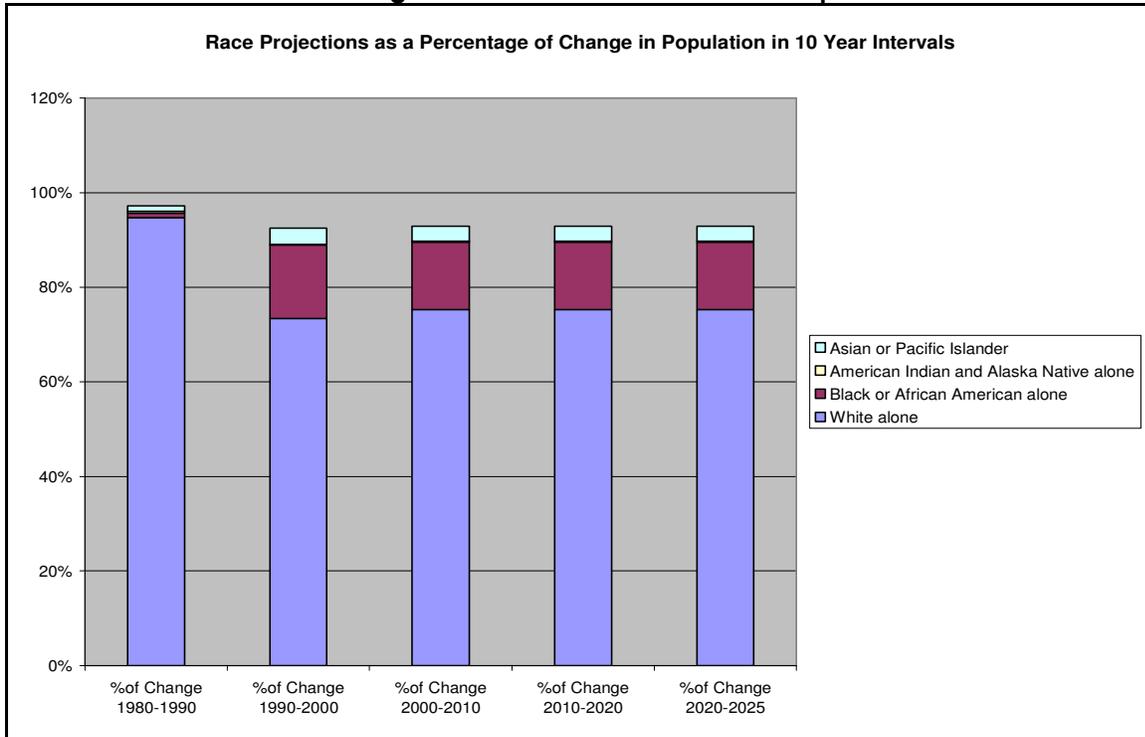
increase rapidly, from a combined total of 12 residents in 1980 to 2,312 residents in 2025. Since 1980, the *White* population has been increasing at a rate slightly slower than that of the population as a whole, leading to a shift from 91% of the population in 1980 to a projected 78% of the population in 2025 as other racial and ethnic groups gain in population at more rapid rates (Figure 2.7.3). The *Black* population grew rapidly from 1980 to 2000 and is forecast to make up 13% of the population in 2025.

**Figure 2.7.3a: Racial Makeup of City of Acworth 1980-2025**



The slightly changing racial structure of the City has implications for the types of goods and services desired and provided in the City's commercial districts and in general.

**Figure 2.7.3b: Acworth Racial Composition**



**Table 2.7.3c: City of Acworth Racial & Hispanic Ethnic Composition Projections**

Category	2000		2005		2010		2020		2025	
White alone	10,692	79.7%	14,463	78.5%	18,235	77.8%	33,698	76.6%	49,548	76.2%
Black or African American alone	1,696	12.6%	2,410	13.1%	3,124	13.3%	6,051	13.8%	9,051	13.9%
American Indian and Alaska Native alone	28	0.2%	38	0.2%	47	0.2%	87	0.2%	128	0.2%
Asian or Pacific Islander	312	2.3%	471	2.6%	631	2.7%	1,284	2.9%	1,954	3.0%
other race	694	5.2%	1,049	5.7%	1,403	6.0%	2,857	6.5%	4,348	6.7%
Total Population	13,422	100%	18,431	100%	23,440	100%	43,977	100%	65,029	100%
Persons of Hispanic origin	812	6.0%	1,203	6.5%	1,614	6.9%	3,257	7.4%	4,941	7.6%

Source: Department of Community Affairs ( 2.05 multiplier)

## 2.8 Income

### 2.8.1 Sources of Household Income

Sources of household income indicate Acworth residents achieve a significantly higher level of activity in the labor force compared to the state. Acworth recorded a percentage of social security income (16%) that is lower than the state as a whole (Table 2.8.1). The rate of public assistance is significantly lower than the state average.

**Table 2.8.1: Comparison of Sources of Household Income: 2000**

Sources of Household Income in 1999	Households in Acworth	Percentage of Acworth Households	Percentage of Georgia Households
With Earnings	4,595	88.01%	83.80%
With Social Security Income	832	15.94%	21.90%
With Supplemental Security Income	202	3.87%	4.50%
With Public Assistance	75	1.44%	2.90%
With Retirement income	645	12.35%	14.40%

Source: U.S. Census 2000 Census SF3 Tables P58, P62, P63, P64, P65

### 2.8.2 Median Household Income

Median household income in 2000 remains well above state and national averages. As well, the median income is growing at a rate well above the state and national averages. Median household income grew 20.2% between 1990(adjusted) and 2000, compared to a 11.0% (adjusted) increase in Georgia and a National increase of 6.0%(adjusted).

**Table 2.8.2: Median Household Income 1990-2000**

	City of Acworth	Georgia	United States
Median Household Income 1990	\$35,661	\$29,021	\$30,056
Adjusted Median Household Income 1990*	\$46,996	\$38,235	\$39,605
Median Household Income 2000	\$56,501	\$42,433	\$41,994
Percentage Change ( Using adjusted 1990 dollars).	20.2%	11.0%	6.0%

Source: Department of Community Affairs

\* 1990 dollars adjusted to 2000 dollars via the calculator provided by the U.S. Bureau of Labor website.

### 2.8.3 Per Capita Income

Table 2.8.3 illustrates per capita income in real and adjusted dollars for Acworth, compared to Cobb County and the State. Acworth's per capita adjusted income is similar to that of the State but lower than that of Cobb County as a whole. However, Acworth's adjusted per capita income rate of 60.8% surpasses the State and County during the 20 year span from 1980-2000.

**Table 2.8.3: Per Capita Income Comparison**

Area	Per capita Income			Per Capita Income Rate of Change		
	1980	1990	2000	1980-1990	1990-2000	1980-2000
<b>Actual Dollars</b>						
City of Acworth	\$6,533	\$13,691	\$21,956	109.6%	60.4%	236.1%
Cobb County	\$8,650	\$19,166	\$27,863	121.6%	45.4%	222.1%
State of Georgia	\$6,402	\$13,631	\$21,154	112.9%	55.2%	230.4%
<b>2000 Adjusted Dollars</b>						
City of Acworth	\$13,653	\$18,037	\$21,956	32.1%	21.7%	60.8%
Cobb County	\$18,077	\$25,251	\$27,863	39.7%	10.3%	54.1%
State of Georgia	\$13,379	\$17,958	\$21,154	34.2%	17.8%	58.1%

Source: Department of Community Affairs. U.S. Census Bureau, Housing and Household Economic Statistics Division.

\* 1990 dollars adjusted to 2000 dollars via the calculator provided by the U.S. Bureau of Labor website.

## 2.9 Education

### 2.9.1 Educational Attainment

**Table 2.9.1a: Educational Attainment Comparison for Acworth and County Municipalities**

Educational Attainment Category	Percent of Total Pop. Age 25+ 2000							
	Georgia	Cobb County	Acworth	Kennesaw	Marietta	Smyrna	Austell	Powder Springs
Less than 9th Grade	7.6%	3.9%	5.9%	2.0%	6.9%	5.4%	7.2%	2.2%
9th to 12th Grade (No Diploma)	13.9%	7.4%	9.5%	6.3%	10.6%	8.5%	15.1%	5.3%
High School Graduate (Includes Equivalency)	28.6%	20.7%	24.3%	23.8%	20.9%	19.9%	20.3%	17.2%
Some College (No Degree)	20.3%	22.3%	24.9%	26.2%	20.9%	20.4%	11.5%	14.2%
Associate Degree	5.4%	6.0%	5.9%	7.3%	4.9%	5.3%	3.1%	4.6%
Bachelor's Degree	15.9%	27.9%	22.2%	25.6%	24.8%	27.7%	4.1%	13.2%
Graduate or Professional Degree	8.3%	11.8%	7.3%	8.8%	11.0%	12.8%	2.2%	4.3%

Source: Department of Community Affairs. U.S. Bureau of the Census (SF3)

**Table 2.9.1b: Educational Attainment Comparison for Acworth and Selected Surrounding Cities**

Educational Attainment Category	Percent of Total Pop. Age 25+ in 2000			
	Acworth	Cartersville	Woodstock	Canton
Less than 9th Grade	5.9%	11.2%	4.9%	19.8%
9th to 12th Grade (No Diploma)	9.5%	15.6%	8.9%	13.9%
High School Graduate (Includes Equivalency)	24.3%	27.2%	23.7%	23.5%
Some College (No Degree)	24.9%	19.6%	21.5%	22.5%
Associate Degree	5.9%	3.6%	6.9%	3.8%
Bachelor's Degree	22.2%	15.4%	24.5%	11.6%
Graduate or Professional Degree	7.3%	7.4%	9.6%	4.9%

Source: Department of Community Affairs. U.S. Bureau of the Census (SF3)

Acworth residents possess comparable education levels to Cobb County and the State. Acworth maintains a slightly higher percentage of residents with Bachelor degrees than the State but slightly less than Cobb County. The City maintains a higher percentage of residents with some college, but no degree, than other cities in the County and the State.

## 2.10 Poverty

The poverty rate for City of Acworth declined over the course of the 1990's (Table 2.10a) from 14.7% to 8.1%, a total decline of 45%. In 2000, City of Acworth poverty rate was lower than the state and national averages. However, as a testament to Acworth's growth in regards to the declining poverty rate, there has also been an increase in the raw number of residents in poverty as the overall population has grown. The causes for increase of the raw number of residents in poverty may be linked to job skills, a lack of affordable housing, or a reduction in income for aging baby boomers.

**Table 2.10a: 2005 Federal guidelines for Defining Impoverished Households**

Persons in Family Unit	48 Contiguous States and D.C.
1	\$9,570
2	\$12,830
3	\$16,090
4	\$19,350
5	\$22,610
6	\$25,870
7	\$29,130
8	\$32,390
For each additional person, add	\$3,260

Source: Federal Register, Vol. 70, No. 33, February 18, 2005, pp. 8373-8375

**Table 2.10b: Poverty Rate Change: 1990-2000 Individuals and Families**

	City of Acworth	Georgia	United States
1990 Poverty Count	266	----	----
1990 Poverty Rate	14.7%	11.5%	13.5%
2000 Poverty Count	422	-----	-----
2000 Poverty Rate	8.1%	13%	12.4%
Percentage Change	-45%	13%	-8%

Source: U.S. Census 2000 Census SF3 Table P92, 1990 Census SF3 Table P127

### **3. Economic Development**

#### **3.1 Economic Base & Trends**

The information collected for this analysis came from a variety of sources, including the U.S. Bureau of the Census, the Georgia Department of Community Affairs and the Georgia Department of Labor. The term “employment” describes people that work in the City without regard of their place of residence, whereas the term “labor force” describes residents of the City that work without regard for the location of their place of work. A large segment of Acworth’s labor force is employed outside the City, and a large segment of Acworth’s employment base lives outside the City. For those residents who work outside the City, a vast majority are likely employed somewhere in the County.

As the City has grown, so have opportunities for employment. ( Refer to table 3.1a). All classifications have experienced growth in the 20 year period from 1980-2000. Only the *Agriculture and Forestry* industry category is trending negatively, but as of 2000 has not fallen below the 1980 employment level. This trend is found state wide. All other classifications have experienced tremendous growth in employment rates ranging from 76% to 1380%. The average growth rate across all industries is 434%. Total employment improved by 325% from 1980 to 2000. For the same period the average annual growth rate for employment for Acworth was 16.2% per year. The County and State annual employment growth rates were 5.74% and 1.2%, respectively.

Table 3.1b illustrates the percentage makeup by category of the overall labor market for the given year. The total change in percentage is given in the 4<sup>th</sup> column of the datasets. This percentage illustrates the trend in employment of the category for the given time range. For Acworth, product oriented industries such as Construction, Manufacturing and Retail Trade have lost share in the labor market. As these product industries have lost share, the services industries such as Finance and Real Estate, Professional Management, Entertainment and Food services have improved their overall position in the labor market. This shift is prevalent not just in the local economy but in the County, State, and National economies as well.

**Table 3.1a: Historical Employment and Comparison by Industry**

Category	City of Acworth				Cobb County				State of Georgia			
	1980	1990	2000	Change from '80-'00	1980	1990	2000	Change from '80-'00	1980	1990	2000	Change from '90-'00
Total Employed Civilian Population	1,710	2,326	7,264	<b>324.8%</b>	153,244	253,096	329,136	<b>114.8%</b>	NA	3,090,276	3,839,756	<b>24.3%</b>
Agriculture, Forestry, Fishing, hunting & mining	19	51	21	<b>10.5%</b>	1,178	2,609	771	<b>-34.6%</b>	NA	82,537	53,201	<b>-35.5%</b>
Construction	156	295	503	<b>222.4%</b>	10,351	16,150	24,962	<b>141.2%</b>	NA	214,359	304,710	<b>42.1%</b>
Manufacturing	498	446	879	<b>76.5%</b>	28,216	32,579	33,019	<b>17.0%</b>	NA	585,423	568,830	<b>-2.8%</b>
Wholesale Trade	39	228	251	<b>543.6%</b>	11,755	20,310	15,779	<b>34.2%</b>	NA	156,838	148,026	<b>-5.6%</b>
Retail Trade	378	454	1,157	<b>206.1%</b>	26,767	44,427	42,841	<b>60.1%</b>	NA	508,861	459,548	<b>-9.7%</b>
Transportation, warehousing, and utilities	71	142	323	<b>354.9%</b>	15,496	25,487	18,472	<b>19.2%</b>	NA	263,419	231,304	<b>-12.2%</b>
Information	NA	NA	391	<b>100.0%</b>	NA	NA	17,174	<b>100.0%</b>	NA	NA	135,496	<b>100.0%</b>
Finance, Insurance, & Real Estate	72	151	707	<b>881.9%</b>	12,862	25,738	29,580	<b>130.0%</b>	NA	201,422	251,240	<b>24.7%</b>
Professional, scientific, management, administrative, and waste management services	57	170	844	<b>1380.7%</b>	9,299	17,202	49,539	<b>432.7%</b>	NA	151,096	362,414	<b>139.9%</b>
Educational, health and social services	214	231	1,076	<b>402.8%</b>	17,642	30,684	49,522	<b>180.7%</b>	NA	461,307	675,593	<b>46.5%</b>
Arts, entertainment, recreation, accommodation and food services	74	40	468	<b>532.4%</b>	5,598	3,283	22,686	<b>305.3%</b>	NA	31,911	274,437	<b>760.0%</b>
Other Services	50	65	444	<b>788.0%</b>	6,750	24,868	14,191	<b>110.2%</b>	NA	266,053	181,829	<b>-31.7%</b>
Public Administration	82	53	200	<b>143.9%</b>	7,330	9,759	10,600	<b>44.6%</b>	NA	167,050	193,128	<b>15.6%</b>

Source: Department of Community Affairs

**Table 3.1b: Trends in Economic Segment Shifts and Comparison by Industry**

Category	City of Acworth				Cobb County				State of Georgia			
	1980	1990	2000	Change from '80-'00	1980	1990	2000	Change from '80-'00	1980	1990	2000	Change from '90-'00
Total Employed Civilian Population	100.0%	100.0%	100.0%	---	100.0%	100.0%	100.0%	---	NA	100.0%	100.0%	---
Agriculture, Forestry, Fishing, hunting & mining	1.1%	2.2%	0.3%	<b>-74.0%</b>	0.8%	1.0%	0.2%	<b>-69.5%</b>	NA	2.7%	1.4%	<b>-48.1%</b>
Construction	9.1%	12.7%	6.9%	<b>-24.1%</b>	6.8%	6.4%	7.6%	<b>12.3%</b>	NA	6.9%	7.9%	<b>14.4%</b>
Manufacturing	29.1%	19.2%	12.1%	<b>-58.4%</b>	18.4%	12.9%	10.0%	<b>-45.5%</b>	NA	18.9%	14.8%	<b>-21.8%</b>
Wholesale Trade	2.3%	9.8%	3.5%	<b>51.5%</b>	7.7%	8.0%	4.8%	<b>-37.5%</b>	NA	5.1%	3.9%	<b>-24.0%</b>
Retail Trade	22.1%	19.5%	15.9%	<b>-27.9%</b>	17.5%	17.6%	13.0%	<b>-25.5%</b>	NA	16.5%	12.0%	<b>-27.3%</b>
Transportation, warehousing, and utilities	4.2%	6.1%	4.4%	<b>7.1%</b>	10.1%	10.1%	5.6%	<b>-44.5%</b>	NA	8.5%	6.0%	<b>-29.3%</b>
Information	NA	NA	5.4%	<b>100.0%</b>	NA	NA	5.2%	<b>100.0%</b>	NA	NA	3.5%	<b>100.0%</b>
Finance, Insurance, & Real Estate	4.2%	6.5%	9.7%	<b>131.2%</b>	8.4%	10.2%	9.0%	<b>7.1%</b>	NA	6.5%	6.5%	<b>0.4%</b>
Professional, scientific, management, administrative, and waste management services	3.3%	7.3%	11.6%	<b>248.6%</b>	6.1%	6.8%	15.1%	<b>148.0%</b>	NA	4.9%	9.4%	<b>93.0%</b>
Educational, health and social services	12.5%	9.9%	14.8%	<b>18.4%</b>	11.5%	12.1%	15.0%	<b>30.7%</b>	NA	14.9%	17.6%	<b>17.9%</b>
Arts, entertainment, recreation, accommodation and food services	4.3%	1.7%	6.4%	<b>48.9%</b>	3.7%	1.3%	6.9%	<b>88.7%</b>	NA	1.0%	7.1%	<b>592.1%</b>
Other Services	2.9%	2.8%	6.1%	<b>109.0%</b>	4.4%	9.8%	4.3%	<b>-2.1%</b>	NA	8.6%	4.7%	<b>-45.0%</b>
Public Administration	4.8%	2.3%	2.8%	<b>143.9%</b>	4.8%	3.9%	3.2%	<b>44.6%</b>	NA	5.4%	5.0%	<b>15.6%</b>

Source: Department of Community Affairs

Table 3.1c illustrates projected employment figures across the various job sectors. Due to the DCA method of calculation, derivations in the shifts between sectors can not be determined at this time. These projections will need to be watched closely to monitor and react to significant shifts in sectors.

**Table 3.1c: Employment Projections for Job Sectors**

Category	2000	2000 % of Total	2005	2005 % of Total	2010	2010 % of Total	2020	2020 % of Total	2025	2025 % of Total	% Change '00-'25
Total Employed Civilian Population	7,264	---	10,110	---	12,957	---	24,627	---	36,589	---	
Agriculture, Forestry, Fishing, hunting & mining	21	0.3%	22	0.2%	23	0.2%	27	0.1%	32	0.1%	52.4%
Construction	503	6.9%	681	6.7%	859	6.6%	1,588	6.4%	2,335	6.4%	364.2%
Manufacturing	879	12.1%	1,074	10.6%	1,270	9.8%	2,070	8.4%	2,891	7.9%	228.9%
Wholesale Trade	251	3.5%	360	3.6%	468	3.6%	914	3.7%	1,370	3.7%	445.8%
Retail Trade	1,157	15.9%	1,556	15.4%	1,955	15.1%	3,592	14.6%	5,270	14.4%	355.5%
Transportation, warehousing, and utilities	323	4.4%	452	4.5%	581	4.5%	1,111	4.5%	1,654	4.5%	412.1%
Information	391	NA	NA								
Finance, Insurance, & Real Estate	707	9.7%	1,032	10.2%	1,358	10.5%	2,692	10.9%	4,060	11.1%	474.3%
Professional, scientific, management, administrative, and waste management services	844	11.6%	1,247	12.3%	1,651	12.7%	3,304	13.4%	4,999	13.7%	492.3%
Educational, health and social services	1,076	14.8%	1,518	15.0%	1,960	15.1%	3,771	15.3%	5,627	15.4%	423.0%
Arts, entertainment, recreation, accommodation and food services	468	6.4%	670	6.6%	872	6.7%	1,700	6.9%	2,548	7.0%	444.4%
Other Services	444	6.1%	646	6.4%	848	6.5%	1,676	6.8%	2,524	6.9%	468.5%
Public Administration	200	2.8%	260	2.6%	321	2.5%	569	2.3%	823	2.2%	311.5%

Source: Department of Community Affairs. ( 2.05 Multiplier)

Please note that in 2001 changes were made to the method in which industries or job sectors were grouped. This may account for some of the large shifts in the data from 2000 to 2005. Also, *Utility* and *Management* data were classified as private and therefore unavailable from the Georgia Department of Labor. Therefore, the weekly average wages for these sector groupings may be skewed.

### 3.2 Employment by location

**Table 3.2: Projected Employment by Location**

Jobs to Population/Labor Force Comparison		1980	1990	2000
<b>Acworth</b>				
Total Employment		1,710	2,326	7,264
Total Population		3,648	4,519	13,422
Total Labor Force		NA	2,450	7,564
% of jobs/ population		<b>46.9%</b>	<b>51.5%</b>	<b>54.1%</b>
% of jobs/ labor force		<b>NA</b>	<b>94.9%</b>	<b>96.0%</b>
<b>Cobb County</b>				
Total Employment		153,244	253,096	329,136
Total Population		297,718	447,745	607,751
Total Labor Force		NA	265,503	343,474
% of jobs/ population		<b>51.5%</b>	<b>56.5%</b>	<b>54.2%</b>
% of jobs/ labor force		<b>NA</b>	<b>95.3%</b>	<b>95.8%</b>
<b>Cobb County Incorporated Municipalities</b>				
Total Employment		32,828	54,829	76,725
Total Population		67,204	99,631	152,684
Total Labor Force		NA	57,965	81,153
% of jobs/ population		<b>48.8%</b>	<b>55.0%</b>	<b>50.3%</b>
% of jobs/ labor force		<b>NA</b>	<b>94.6%</b>	<b>94.5%</b>

Source: Department of Community Affairs

Table 3.2 illustrates the number of jobs available for the population and labor force. In 1980, there were jobs for 46.9% of the population. Labor force data was not available. In 2000, the percentage increased to 54.1% or 96% of the labor force. In 2000, these percentages were consistent with Cobb County and with the six municipalities of Cobb County. This table suggests that there are enough jobs in Acworth to employ the majority of the labor force; however, 89% of the labor force commutes out of Acworth to work. Two conclusions may be reached: One is that the available jobs, primarily in *manufacturing* and *retail*, are not the appropriate industries for the job skills of the Acworth labor force. A second conclusion may be that the available jobs do not pay enough to support the lifestyle, educational achievement of the labor force or support the cost of living in Acworth.

Due to the tremendous growth the City and County are experiencing, the jobs - to - population ratio is improving in Acworth. In 1980, there were jobs for 47% of the population. In 1990, this percentage improved to 51% of the population or 95% of the labor force. In 2000, the percentage had improved to 54% of the population or 96% of the labor force. Table 3.2 illustrates that Cobb County and the cities of Cobb County are providing jobs for the majority of the labor force. However, many of the jobs are low wage jobs (Table 2.9.4) relative to the education and career choice of the residents. This helps to explain that in 2000 roughly 10.1% of Acworth's labor force worked in Acworth. This percentage is down from 18.6% in 1990.

### 3.3 Economic Base

#### 3.3.1 Employment

**Table 3.3.1: Number of Employees**

Year	City of Acworth	Cobb County	State of Georgia	United States
1980	3,420	306,488	NA	NA
1990	4,652	506,192	6,180,552	108,603,565
2000	14,528	658,272	7,486,384	129,877,063
% Change 1980-1990	36.0%	65.2%	NA	NA
% Change 1990-2000	212.3%	30.0%	21.1%	19.6%
% Change 1980-2000	324.8%	114.8%	NA	NA

Source: Department of Community Affairs

### 3.4 Labor Force

#### 3.4.1 Labor Force Participation

**Table 3.4.1: Labor Force Participation**

Category	City of Acworth		Cobb County		State of Georgia	
	1990	2000	1990	2000	1990	2000
Total Population	4,519	13,422	447,745	607,751	6,478,216	8,186,453
Total Males and Females	3,592	10,054	346,103	466,947	4,938,381	6,250,687
In labor force	2,450	7,564	265,503	343,474	3,351,513	4,129,666
Labor Force as % of Pop.	54.2%	56.4%	59.3%	56.5%	51.70%	50.40%
Females in labor force	1,030	3,610	122,154	157,507	1,547,461	1,912,651
% Females in labor force	42.0%	47.7%	46.0%	45.9%	46.20%	46.30%
Males in labor force	1,420	3,954	143,349	185,966	1,804,052	2,217,015
% Males in labor force	58.0%	52.3%	54.0%	54.1%	53.8%	53.7%
Civilian Labor force	2,424	7,555	263,875	342,248	3,278,378	4,062,808
Civilian Employed	2,326	7,264	253,096	329,136	3,090,276	3,839,756
Civilian unemployed	98	291	10,779	13,112	188,102	223,052
Females unemployed	48	201	5223	6607	98,509	115,400
% Females unemployed	49.0%	69.1%	48.5%	50.4%	52.40%	51.70%
Males unemployed	50	90	5556	6505	89,593	107,652
% Males unemployed	51.0%	30.9%	51.5%	49.6%	47.60%	48.30%
Unemployment rate	4.0%	3.9%	4.1%	3.8%	5.6%	5.4%
In Armed Forces	26	9	1628	1225	73,135	66,858
Total not in labor force	1,142	2,490	80,600	123,474	1,586,868	2,121,021

Source: Department of Community Affairs

Acworth has a relatively higher percentage of the population in the labor force, and a relatively lower unemployment rate, compared to the state of Georgia. The unemployment rate in 2000 was

3.9%, compared to a rate of 5.4% in Georgia. Cobb County's unemployment rate was marginally better by 0.1%. Acworth's labor force participation is similar to that of Cobb County as a whole. The relatively low percentage of the population which is not in the labor force may be a result of a relatively large working-age population compared to retirees, as well as a comparatively good labor market (as evidenced by the low unemployment).

Table 3.4.1 breaks down the percentage of the labor force by gender, by civilian and military function, and by those males and females that are employed. Not surprisingly, the percentage of males in the labor force is slightly ahead of the females but only by an average of 4 percentage points at the City, County and State levels for 1990 and 2000. The City and the County are only marginally better than the State percentages in terms of overall males and females employed.

### 3.4.2 Unemployment

**Table 3.4.2: Unemployment Rate Comparison**

	1990	2000
City of Acworth	4.0%	3.9%
Cobb County	4.1%	3.8%
State of Georgia	5.6%	5.4%

*Source: Department of Community Affairs*

As shown in table 3.4.2, Acworth's unemployment rate of 4.0% and 3.9% has been comparable to Cobb County and significantly lower, approximately 40%, than the State of Georgia for the same time period.

### 3.4.3 Personal Income

Acworth residents receive the majority (approximately 80.0%) of their aggregate income from wages or salaries. This is a slightly higher percentage than that for Cobb County as a whole, perhaps due to the lower percentage of income in Acworth from interest and self employment than in Cobb County. Acworth receives a slightly higher portion of its aggregate income from social security and public assistance than Cobb County as a whole. See table 3.4.3.

**Table 3.4.3: Personal Income Sources**

Personal Income by Type (in dollars)								
Category	Acworth city					Acworth % change '90(Adj)-'00	Cobb County	
	1990 (Real Dollars)	1990%	1990* (Adjusted Dollars)	2000	2000%		1990	2000
Total income	\$62,691,655	100.00%	\$82,590,000	293,463,900	100.00%	---	100.00%	100.00%
Aggregate wage or salary income for households	\$50,020,655	79.80%	\$65,900,000	253,825,100	86.50%	285.17%	84.40%	83.20%
Aggregate other types of income for households	\$893,189	1.40%	\$6,176,000	3,433,800	1.20%	-44.40%	0.90%	1.20%
Aggregate self employment income for households	\$2,806,412	4.50%	\$3,696,000	8,752,800	3.00%	136.82%	5.60%	5.20%
Aggregate interest, dividends, or net rental income	\$2,672,003	4.30%	\$3,520,000	8,801,000	3.00%	150.03%	4.40%	4.60%
Aggregate social security income for households	\$3,307,678	5.30%	\$4,358,000	8,679,800	3.00%	99.17%	2.30%	2.40%
Aggregate public assistance income for households	\$588,640	0.90%	\$775,400	1,271,300	0.40%	63.95%	0.20%	0.20%
Aggregate retirement income for households	\$2,403,078	3.80%	\$3,166,000	8,700,100	3.00%	174.80%	2.30%	3.10%

Source: Department of Community Affairs

- 1990 dollars adjusted to 2000 dollars via the calculator provided by the U.S. Bureau of Labor website.

### 3.4.4 Wages

Wage information was unavailable at the city level. Cobb County wage information is presented in Table 2.8.4 below and is presumed to be representative of wages earned by those working in Acworth. In 2005, the lowest average weekly wage occurs in the Arts, Entertainment and Food Service category at \$307 per week while the highest wage earners can be found in the Wholesale trade industries with an average wage of \$1282 per week. The industry suffering the greatest loss in wages appears to be the *Agriculture, Forestry and Fishing Industries* with -15% while *Transportation, Warehousing and Utilities* achieved the greatest increase at 52%.

Data for *Retail Trade* in 2005 is not currently available. The average wage increase between 2004 and 2005 for industries with positive growth and with less than a 10% wage increase is 2.6%. The increase in wages between 2003 and 2004 for *Retail Trade* is 8.8%. The presumption then is that in 2005 *Retail Trade* average wages likely improved 2.6% to 8.8% over the 2004 average wage. This equates to an average wage between \$546 and \$578 per week in 2005.

**Table 2.8.4: Weekly Wage Comparison for Cobb County**

Industry	2004 Cobb employment			2005 Cobb employment			% Change Weekly Wage '04-'05
	No. of firms	Number of Employees	Average Weekly Wage	No. of firms	Number of Employees	Average Weekly Wage	
Total Employed Civilian Population	19,651	299,272	\$830	20,133	310,217	\$851	2.5%
Agriculture, Forestry, Fishing, hunting & mining	22	222	\$664	14	48	\$563	-15.2%
Construction	2,114	25,307	\$854	2,164	26,151	\$895	4.8%
Manufacturing	669	22,110	\$1,067	667	21,825	\$1,080	1.2%
Wholesale Trade	2,036	24,368	\$1,243	1,961	24,719	\$1,282	3.1%
Retail Trade	2,137	37,907	\$532	NA	NA	NA	NA
Transportation, warehousing, and utilities	362	8,697	\$831	13	1,041	\$1,269	52.7%
Information	353	9,464	\$1,207	308	8,109	\$1,263	4.6%
Finance, Insurance, & Real Estate	2,287	20,839	\$1,094	2,441	21,613	\$1,135	3.7%
Professional, scientific, management, administrative, and waste management services	4,662	35,327	\$980	4,795	62,802	\$978	-0.2%
Educational, health and social services	1,509	25,998	\$805	1,589	26,992	\$823	2.2%
Arts, entertainment, recreation, accommodation and food services	1,487	28,629	\$299	1,511	28,961	\$307	2.7%
Other Services	1,752	8,525	\$619	1,848	8,723	\$628	1.5%
Public Administration	264	31,880	\$691	268	32,037	\$812	17.5%

Source: Georgia Department of Labor

### 3.4.5 Commuting Patterns

Table 3.4.4 shows the place of work for the labor force of Acworth. The overwhelming majority of Acworth residents (labor force) work outside the city limits. This is consistent with Acworth's status as a largely residential community in the larger Atlanta metropolitan region, which offers a large range of employment opportunities on a regional basis.

**Table 3.4.4: Commuting Patterns for the City of Acworth**

City of Acworth: Labor Force by Place of Work		
Category	1990	2000
Total population	4,519	13,422
Worked in County of residence	1,622	4,184
Worked in place of residence	450	764
Worked outside of place of residence	1,859	6,335
Worked outside of state of residence	0	0

Source: U.S Census: 1990 STF-3 table P046, 2000 SF3 table P26

### 3.5 Economic Resources

Many economic resources are available Acworth's residents, businesses and potential businesses. Listed below are the key economic organizations.

- Cobb County Chamber of Commerce
- Department of Economic Development, City of Acworth
- Acworth Business Association
- Downtown Development Association
- Historic Downtown Acworth Merchants Group
- Acworth Area Convention and Visitors Bureau Authority

### 3.6 Major Employers

**Table 3.6a: TOP 10 EMPLOYERS IN COBB COUNTY**

Company	Number of Employees
Cobb County Public Schools	13,799
WellStar Health System, Inc.	9,900
Lockheed Martin Aeronautics Company	7,800
The Home Depot, Inc.	6,686
Cobb County Government	5,001
Six Flags Atlanta Properties	2,765*
Publix Super Markets, Inc.	2,600
Naval Air Station Atlanta	2,500**
IBM Corporation	1,400
Worldspan	1,310

SOURCE: Cobb Chamber of Commerce Economic Development Research, January 2005

\* Peak season employment. Full-time, year-round employment is 147.

\*\* Employee count includes weekend reservists. Non-reservists count: 1,100

Currently, the City does not maintain a list of top employers. However, due to the significant commercial development and a desire to provide more job opportunities appropriate to the skills and educational attainment of its residents, the City's department of Economic Development has begun consideration of the processes needed to create such a list. These processes will be addressed in the Community Agenda.

## 4. Housing

### 4.1 Housing Types & Trends

#### 4.1.1 Housing Types and Mix

Tables 4.1.1 and 4.1.2 provide information on the current (2000) and the historic mix of housing types in Acworth, as well as the occupancy characteristics of the city's housing market. Table 4.1.1 shows that there has been growth in both single-family units and in most types of multi-family housing. The market segments showing the fastest growth include attached single units and large multi-family

developments, with between 20 and 49 units. Overall, the number of units in the City of Acworth grew by approximately 321% between 1980 and 2000.

Concurrent with the small shifts in types of housing within the City, the percentage of renter households stayed relatively consistent from 1990 to 2000, growing by less than 1%. The City of Acworth remains a community composed of approximately 73.5% homeowners and 26.5% renters. The county's home ownership percentage of 71.7% in 2000 is above both state and national averages.

**Table 4.1.1: Types of Housing Units in Acworth 1980 - 2000**

Acworth City: 1980-2000 Types of Housing						
Category	1980	1990	2000	% Change	% Change	% Change
				1980-1990	1990-2000	1980-2000
TOTAL Housing Units	1,303	2,093	5,492	61%	162%	321%
Single Units (detached)	990	1,217	4,249	23%	249%	329%
Single Units (attached)	12	145	122	1108%	-16%	917%
Double Units	108	91	243	-16%	167%	125%
3 to 9 Units	85	289	396	240%	37%	366%
10 to 19 Units	18	108	118	500%	9%	556%
20 to 49 Units	7	90	103	1186%	14%	1371%
50 or more Units	0	0	128	NA	NA	NA
Mobile Home or Trailer	83	140	133	69%	-5%	60%
All Other	0	13	0	NA	-100%	NA

Source: Georgia Department of Community Affairs

Table 4.1.1b illustrates the type of households and category share of the total households. Single Family detached units dominate the market with 79% of all housing types. This percentage is greater than that of Cobb County and the State. Single Family attached and Multi-unit Housing comprises 19% while mobile homes comprise 2% of the remaining total.

**Table 4.1.1b: Distribution Comparison of Household Types**

Type	Acworth		Cobb County		State of Georgia
	2000 Total	% of Total	2000 Total	% of Total	% of Total
Housing Units	5,492	100%	237,522	100.00%	100%
Single Units (detached)	4,249	79%	157,298	66.7%	70.2%
Single Units (attached)	122	2%	12,311	5.2%	35.0%
Double Units	243	4%	2,750	1.2%	35.3%
3 to 9 Units	396	7%	25,254	10.6%	51.5%
10 to 19 Units	118	2%	18,896	8.0%	24.4%
20 to 49 Units	103	2%	6,727	2.8%	27.1%
50 or more Units	128	2%	9,109	3.8%	14.5%
Mobile Home or Trailer	133	2%	5,090	2.1%	8.6%
All Other	0	0%	87	0.00%	29.8%

Department of Community Affairs. U.S. Census Bureau 2000.

#### 4.1.2 Current Housing Trends

**Table 4.1.2: Types of Housing Units by Tenure, City of Acworth**

Type of Unit	1990		2000	
	Owner Occupied	Renter Occupied	Owner Occupied	Renter Occupied
One family, detached	94.7%	21.8%	98.0%	24.7%
One family, attached	0.0%	11.0%	1.4%	4.9%
Multiple family	0.0%	56.2%	0.6%	62.7%
Mobile Home or other	5.3%	11.0%	0.0%	7.6%
Total	100.0%	100.0%	100.0%	100.0%

Sources: U.S. Census 2000 SF3, Table H32 and U.S. Census 1990 SF3, Table H22

#### 4.1.3 Age and Condition of Housing

As of 1994, 51% of the City's housing stock was built prior to 1995 (Table 4.1.3a). A comparison of data from 1990 and 2000 shows that new housing construction in Acworth progressed at a healthy rate during the mid-1990s. Approximately 49% of the housing stock present in 2000 was built during the five year period from 1995 to 2000.

**Table 4.1.3a: City of Acworth Housing Units by Year Built, 1990 & 2000**

<b>Total 2000</b>	<b>5,492</b>	<b>100.0%</b>	<b>Total 1990:</b>	<b>2093</b>	<b>100.0%</b>
Built 1999 to March 2000	858	15.6%	1989 to March 1990	117	5.6%
Built 1995 to 1998	1,848	33.6%	1985 to 1988	359	17.2%
Built 1990 to 1994	739	13.5%	1980 to 1984	255	12.2%
Built 1980 to 1989	793	14.4%	-----	-----	-----
Built 1970 to 1979	313	5.7%	1970 to 1979	366	17.5%
Built 1960 to 1969	436	7.9%	1960 to 1969	407	19.4%
Built 1950 to 1959	229	4.2%	1950 to 1959	215	10.3%
Built 1940 to 1949	122	2.2%	1940 to 1949	180	8.6%
Built 1939 or earlier	154	2.8%	1939 or earlier	194	9.3%

Sources: U.S. Census Bureau Census 2000 SF3, Table H34 & U.S. Bureau of the Census 1990, SF3, Table H025

The number of housing units lacking complete plumbing and kitchen facilities is a typical measure for substandard housing conditions. In 1990, five housing units lacked plumbing facilities and (31) units lacked complete kitchen facilities. By 2000, these numbers were seventeen and fifteen, respectively. The number of units lacking plumbing facilities increased threefold during the 1990s, while the number of units lacking kitchen facilities fell from thirty-one to fifteen. As shown in Table

4.1.3b, it is common for a small percentage of the housing units in the State of Georgia to be lacking plumbing or kitchen facilities. The condition of housing in Acworth was better than the state average based on these measures in 2000.

**Table 4.1.3b: Condition of Housing in City of Acworth**

<b>Plumbing and Kitchen Facilities, 1990 – 2000; City and State Comparisons</b>		
<b>Housing Unit Characteristic</b>	<b>City of Acworth</b>	<b>State of Georgia</b>
<b>1990</b>		
Total housing units	2,093	
Complete Plumbing Facilities	2,088	
Lacking Plumbing Facilities	5	
<b>Lacking Plumbing Facilities as a percentage</b>	<b>0.24%</b>	<b>0.90%</b>
Complete kitchen facilities	2,062	
Lacking complete kitchen facilities	31	
<b>Lacking complete kitchen facilities as a percentage</b>	<b>1.48%</b>	<b>1.00%</b>
<b>2000</b>		
Total housing units	5,492	
Complete Plumbing Facilities	5,475	
Lacking Plumbing Facilities	17	
<b>Lacking Plumbing Facilities as a percentage</b>	<b>0.31%</b>	<b>0.90%</b>
Complete kitchen facilities	5,477	
Lacking complete kitchen facilities	15	
<b>Lacking complete kitchen facilities as a percentage</b>	<b>0.27%</b>	<b>1.00%</b>

Source: Georgia Department of Community Affairs

## 4.2 Overcrowding

Overcrowding is another factor used to determine the adequacy of housing conditions. The Census defines an over crowded housing unit as one having 1.01 or more persons per room, severely overcrowded persons is defined as 1.51 or more persons per room. In 2000, the City of Acworth had a marginally lower rate of overcrowding than the state as a whole (Table 4.2.1).

**Table 4.2.1. Comparison of Overcrowded Housing Units by Tenure, 2000**

Occupants Per Room	City of Acworth		State of Georgia	
	Owner Occupied Housing Units	Renter Occupied Housing Units	Owner Occupied Housing Units	Renter Occupied Housing Units
1.01 to 1.50 occupants per room (overcrowded)	0%	7.09%	1.72%	5.48%
1.51 or more occupants per room (severely overcrowded)	0.81%	1.81%	0.73%	4.29%

U.S. Census Bureau Census 2000 SF3 Table H20

## 4.3 Housing Cost

### 4.3.1 Median Property Values and Rent

The median property value in the City of Acworth increased 78% between 1990 and 2000 (Table 4.3.1). In comparison, median property values increased 57% at the state level. A comparison of the median values shows that as of 2000, the City of Acworth's median property value was 15% higher than the state median. Similarly, the 2000 median rent was approximately 10% higher than that of the state as a whole.

**Table 4.3.1: Comparison of Housing Costs**

Category	1990	2000	% Change
<b>City of Acworth</b>			
Median property value	\$71,900	\$128,100	78.2%
Median rent	\$469	\$676	44.1%
<b>Cobb County</b>			
Median property value	\$97,500	\$147,600	51.4%
Median rent	\$575	\$806	40.2%
<b>State of Georgia</b>			
Median property value	\$70,700	\$111,200	57.3%
Median rent	\$433	\$613	41.0%

Source: U.S. Bureau of the Census (SF3) 1990 Tables H043A, H061A and 2000 Tables H63 and H76

## 4.4 Cost Burden

The Census defines "cost burdened" as paying more than 30% of income for housing and "severely cost burdened" as paying more than 50% of income for housing. Analyzing the incidents of cost burdening in a community helps to identify the need for affordable housing and other supportive programs for low-income households. Census data shows that renters in the City of Acworth paid a slightly higher percentage of their income for housing than the state as a whole, but that comparatively fewer renters were cost burdened or severely cost burdened. Homeowners in the City of Acworth also paid a slightly higher percentage of their income for housing when compared

to the state as a whole. Percentages of both renters and homeowners who were cost burdened or severely cost burdened were significantly lower for the City of Acworth than for the state.

**Table 4.4: Comparison of Cost Burden by Tenure, 2000**

Housing Costs as a Percentage of Household Income in 1999	Specified Owner-Occupied Housing Units	Specified Renter Occupied Housing Units
<b>City of Acworth</b>		
Less than 30% (not cost burdened)	75.0%	56%
30% to 49% (cost burdened)	19.0%	26%
50% or more (severely cost burdened)	6.0%	18%
Median selected monthly housing costs as a percentage of household income in 1999 --	20.9%	28.1%
<b>Cobb County</b>		
Less than 30% (not cost burdened)	80.3%	61.4%
30% to 49% (cost burdened)	13.1%	20.3%
50% or more (severely cost burdened)	6.6%	18.3%
Median selected monthly housing costs as a percentage of household income in 1999 --	20.1%	24.5%
<b>State of Georgia</b>		
Less than 30% (not cost burdened)	67.8%	47.4%
30% to 49% (cost burdened)	24.2%	36.7%
50% or more (severely cost burdened)	8.0%	16.0%
Median selected monthly housing costs as a percentage of household income in 1999 --	19.4%	25.2%

Source: Census 2000, SF3, Tables H69, H70, H94 and H95

Two probable causes of cost burdening is a lack of affordable housing or a mismatch between the cost of housing in a community and the incomes of the community's residents.

## 4.5 Job Housing Balance

**Table 4.5a: Jobs-Housing Balance for Acworth**

Category	1980	1990	2000
Population	3,648	4,519	13,422
Average Household Size	2.93	2.57	2.58
Number of Households	1,245	1,758	5,194
Housing Units	1,303	2,093	5,492
Labor Force	NA	2,450	7,564
Employment (jobs)	1,710	2,326	7,264
Employment/Population Ratio	1: 2.1	1: 1.9	1: 5.8
Employment/Housing Unit Ratio	1: 0.8	1: 0.9	1: 2.4
Employment/Labor Force Ratio	NA	1: 1.1	1: 3.3

Source: U.S Census. Department of Community Affairs.

An ideal community would provide housing for its labor force near their jobs that give the workers transportation choices (e.g. walking, biking, driving, public transit, etc.). Bedroom community suburbs often develop without such balance and require the labor force to use major arterials to

reach their jobs resulting in congestion and other quality of life challenges. Governments can use two jobs-housing balance ratios to monitor their community's ability to achieve a balance of jobs and housing: **employment (jobs)/housing unit ratio** and **employment/labor force ratio**. According to the *Jobs-Housing Balance Community Choices Quality Growth Toolkit* prepared by the Atlanta Regional Commission, an employment (jobs) to housing ratio of between 1.3 and 1.7 implies an ideal balance with 1.5 as the standard target. An employment (jobs) to labor force (employed residents) ratio of between 0.8 and 1.25 implies a balance for that ratio with 1:1 as the standard target.

Table 4.5a shows the employment to housing ratio and employment to labor force ratio for Acworth. The 2000 ratio of 1:2.4 falls well above the standard target of 1.5. The table also shows the employment to labor force ratio for the City. The 2000 ratio of 1: 3.3 falls well above the standard target of 1.1. These ratios support the premise that Acworth has sufficient population and housing units to support more jobs. The ratios also confirm the need for much of the labor force to commute out of Acworth to work.

**Table 4.5b: Correlation of Household Income to Housing Prices for Acworth**

Annual Household Income	Maximum Annual Income	Maximum Monthly Income for Housing (30%)	95% LTV Equivalent House Price *	80% LTV Equivalent House Price**
Less than \$15,000	\$15,000	\$375	\$57,000	\$70,480
\$15,000-24,999	\$25,000	\$625	\$95,000	\$117,400
\$25,000-\$34,999	\$35,000	\$875	\$133,000	\$164,500
\$35,000-\$49,999	\$50,000	\$1,250	\$190,000	\$234,850
\$50,000-\$74,999	\$75,000	\$1,875	\$285,000	\$352,200
\$75,000-\$99,999	\$100,000	\$2,500	\$380,000	\$469,600
\$100,000-\$149,999	\$150,000	\$3,750	\$570,000	\$704,500
\$150,000-\$249,999	\$250,000	\$6,250	\$950,000	\$1,174,250
\$250,000-\$499,999	\$500,000	\$12,500	\$1,900,000	\$2,348,500
\$500,000 or more	NA	NA	NA	NA
<b>Median Household Income</b>				
<b>1990</b>	\$35,661	\$892	\$135,512	167,500
<b>2000</b>	\$56,501	\$1,413	\$214,704	265,450

Source: Department of Community Affairs.

\*Based on a 95% loan at 7% interest for 30 years.

\*\*Based on a 80% loan at 7% interest for 30 years.

Table 4.5b lists the appropriate housing prices based on income and the 30% ratio for non-cost burdened homes.

## 4.6 Special Housing Needs

Currently, there are no measures in place at the City level to address certain housing needs as they pertain to the elderly, homeless, victims of domestic violence, people with disabilities or AIDS or for people recovering from drug abuse. There are projected needs for senior housing that will be addressed in Community Agenda.

Situated in Acworth are four low income housing developments that are aging and in need of revitalization. The City, through its Housing Authority, is aware of this situation and manages the situation accordingly.

## **5. Natural and Cultural Resources**

### **5.1 Environmental Planning Criteria**

The Georgia Department of Natural Resources Environmental Protection Division requires counties and municipalities to adopt local regulations protecting five environmental resources found within the City or county's jurisdiction. The five resources are: 1) Water Supply Watersheds, 2) Protection of Groundwater Recharge Areas, 3.) Wetlands Protection, 4) River Corridor Protection, and 5) Mountain Protection. The sections below provide a brief analysis of Acworth's regulations relating to these districts in addition to an inventory of the location of these districts in the county. The Land Use Element established locations for each of these districts.

#### **5.1.1 Water Supply Watersheds**

Pursuant to O.C.G.A. 12-2-8 and the Department of Natural Resources Environmental Protection Division's Rules for Environmental Planning Criteria, Chapter 391-3-16, the Acworth Board of Aldermen have adopted these guidelines under the City of Acworth Code of Ordinances, Chapter 76, "Soil Erosion and Sediment Control." Ordinance No. 2001-32, 9-7-01. Ordinance No. 2003-13, 5-15-03.

#### **Soil Erosion and Sediment Control**

The purpose of this ordinance is to protect watersheds and drinking water supplies from activities that can degrade water quality and to protect water supply reservoirs from sedimentation. This ordinance establishes standards and procedures that apply to any development or use within the boundaries of the Watershed Protection Overlay District.

The overlay district is defined as Lake Allatoona, all its tributaries including Lake Acworth and the land that comprise the land that drains to Lake Allatoona from Butler Creek to the ridge line of the watershed, the boundary with a radius seven miles upstream of Lake Allatoona or by the political boundaries of the City of Acworth, where these boundaries occur within the watershed.

#### **5.1.2 Protection of Groundwater Recharge Areas**

There are two categories of recharge areas for Acworth. The two areas are categorized as having low recharge potential or is an existing water basin where recharge clearly occurs, Lake Acworth and Lake Allatoona. Park development should be considered in these areas. Much of this land is currently developed.

(Refer to Atlas of Maps Figure 5-1).

#### **5.1.3 Wetlands Protection**

Pursuant to O.C.G.A. 12-2-8 and the Department of Natural Resources Environmental Protection Division's Rules for Environmental Planning Criteria, Chapter 391-3-16, the City of Acworth Board of Alderman have adopted the wetland protection guidelines under the City of Acworth Code of Ordinances, Environment, Article II, "Wetland Protection." Chapter 42, sections 31-39. Adopted January 17, 2002. Codified through Ord. No. 2004-17, enacted April 15, 2004. (Supplement No. 6)

The generalized wetland map is intended to be used as reference only for wetland delineation as the wetland boundaries are only approximations. Wetland specific information is required with site development. Upon review the City inspector may determine that wetlands may be present and that the Corp of Engineers should be notified under Section 404 of the Clean Water Act.

Section 404 of the Clean Water Act provides a federal permit process that may allow activities in wetlands after a public interest review. Most activities in wetlands will require a Section 404 permit from the Corps of Engineers. The state criteria do not specify regulations to be adopted, but they require wetlands to be identified and protected (see the *Natural Resources* element of the comprehensive plan). The impacts of the land use plan on wetlands should be addressed. (Refer to Atlas of Maps Figure 5-2).

#### **5.1.4 River Corridor Protection**

River Corridors are strips of land that flank major rivers in Georgia. These corridors are of vital importance to Georgia in that they help to preserve those qualities that make a river suitable as a wildlife habitat, a site for recreation and a source for drinking water. Natural vegetative buffers are required by the DNR.

There are no major river corridors designated as protective rivers in Acworth. There are numerous secondary creeks and streams throughout the City, such as Proctor Creek, Butler Creek and Tanyard Creek that are important corridors for recreation, scenic vistas, and wildlife passages. Many of the creeks are protected as they flow through the Army Corp of Engineer(COE) properties. In areas where the creeks are not flowing through COE property, identifying and adopting or modifying more stringent development ordinances should be considered as needed.

The City's Code of Ordinances mandates the use of a 50ft protective buffer between streams, creeks and rivers and new construction or land disturbing activities.

#### **5.1.5 Mountain Protection**

Mountain protection applies to land areas with an elevation of 2,200 feet or higher and with slopes of 25 percent or more, including ridges and crests. Generally, such areas are found mostly within national forest lands. Development criteria place limits on building heights, establish lot size minimums and multi-family density maximums, and require reforestation and landscaping plans in some instances.

The City of Acworth contains no mountains that meet the height and slope criteria for Mountain Protection.

### **5.2 Other Environmentally Sensitive Areas**

#### **5.2.1 Public Water Supply Sources**

As discussed in Section 5.1.1, *Water Supply Watersheds*, the primary water sources are Lake Allatoona and Lake Acworth. Additional technical information is contained in Section 6.1, *Water Supply and Treatment*.

#### **5.2.2 Steep Slopes**

Steep slopes in excess of 25% are found throughout City of Acworth. These areas are primarily located adjacent to Lakes Acworth and Allatoona, along stream banks and ridge lines. Many of the land parcels containing steep slopes have been developed. (Refer to Atlas of Maps Figure 5-3).

#### **5.2.3 Flood Plains**

Flooding is the temporary covering of soil with water from overflowing streams and by runoff from adjacent slopes. Water standing for short periods after rainfalls is not considered flooding, nor is

water in swamps. Floodplains in their natural or relatively undisturbed state are important water resources areas. They serve three major purposes: 1) for natural water storage and conveyance, 2) for water quality maintenance, and 3) for groundwater recharge. Unsuitable development can destroy their value. For example, any fill material placed in the floodplain eliminates essential water storage capacity causing water elevation to rise and resulting in the flooding of previously dry land. The Federal Emergency Management Agency (FEMA) has identified and mapped the areas of Acworth prone to flooding in order to establish actuarial flood insurance rates and promote a sound flood plains management plan. A management plan has been established for areas having high development potential and/or prone to a one percent annual chance (100-year) flood, primarily the flooding caused by overflow of the following lakes, rivers and streams:

- Lake Acworth
- Lake Allatoona
- Proctor Creek
- Butler Creek
- Tanyard Creek

Approximate analysis has been used for areas having low development potential or minimal flood hazards. However, development in these areas should be carefully monitored to protect the functional integrity of floodplains as well as the health, safety, and property in the City. (Refer to Atlas of Maps Figure 5-4).

## 5.2.4 Soils

**Table 5.2.4: Soils of Acworth**

Symbol	Map unit name	Symbol	Map unit name
AL	Altavista silt loam, occasionally flooded	LNF	Louisa soils, 25 to 60 percent slopes
AIB	Altavista sandy loam, 0 to 4 percent slopes	MDC3	Madison clay loam, 6 to 10 percent slopes, severely eroded
AmB	Appling sandy loam, 2 to 6 percent slopes	MDE3	Madison clay loam, 15 to 25 percent slopes, severely eroded
AmC	Appling sandy loam, 6 to 10 percent slopes	MgB2	Madison sandy loam, 2 to 6 percent slopes, eroded
AmD	Appling sandy loam, 10 to 15 percent slopes	MgC2	Madison sandy loam, 6 to 10 percent slopes, eroded
AnB3	Appling sandy clay loam, 2 to 6 percent slopes, severely eroded	MgD2	Madison sandy loam, 10 to 15 percent slopes, eroded
AnC3	Appling sandy clay loam, 6 to 10 percent slopes, severely eroded	MJF	Musella and Pacolet stony soils, 10 to 45 percent slopes
Cah	Cartecay soils	MID2	Musella gravelly soils, 6 to 15 percent slopes, eroded
Csw	Chewacla soils, wet variants	MIE3	Musella gravelly soils, 15 to 25 percent slopes, severely eroded
Cw	Cartecay silt loam, silty variant	MsD3	Madison and Pacolet soils, 10 to 15 percent slopes, severely eroded
CYB2	Cecil sandy loam, 2 to 6 percent slopes, eroded	MsE2	Madison and Pacolet soils, 15 to 25 percent slopes, eroded
CYC2	Cecil sandy loam, 6 to 10 percent slopes, eroded	PfD	Pacolet sandy loam, 10 to 15 percent slopes
DAM	Dam	PgC3	Pacolet sandy clay loam, 6 to 10 percent slopes, severely eroded
DIB	Durham sandy loam, 2 to 6 percent slopes	QU	Quarry
GeB3	Gwinnett clay loam, 2 to 6 percent slopes, severely eroded	Ron	Roanoke silt loam
GeC3	Gwinnett clay loam, 6 to 10 percent slopes, severely eroded	Toc	Toccoa soils
GeD3	Gwinnett clay loam, 10 to 15 percent slopes, severely eroded	Tod	Toccoa sandy loam, local alluvium
GeE2	Gwinnett clay loam, 15 to 25 percent slopes, eroded	Ubp	Urban land and borrow pits
GgB2	Gwinnett loam, 2 to 6 percent slopes, eroded	Ud	Urban land
GgC2	Gwinnett loam, 6 to 10 percent slopes, eroded	UeC	Urban land-Appling complex, 2 to 10 percent slopes
GgD2	Gwinnett loam, 10 to 15 percent slopes, eroded	UfC	Urban land-Cecil complex, 2 to 10 percent slopes
HSB	Hiwassee loam, 2 to 6 percent slopes	UgC	Urban land-Gwinnett complex, 2 to 10 percent slopes
HTC2	Hiwassee clay loam, 6 to 10 percent slopes, eroded	UhC	Urban land-Madison complex, 2 to 10 percent slopes
HTD2	Hiwassee clay loam, 10 to 15 percent slopes, eroded	UiE	Urban land and Pacolet soils, 10 to 25 percent slopes
HYC	Helena sandy loam, 2 to 10 percent slopes	W	Water
LDF	Louisburg stony sandy loam, 15 to 45 percent slopes	WjF	Wilkes stony sandy loam, 10 to 40 percent slopes
LkE	Louisa gravelly sandy loam, 10 to 25 percent slopes	WvD	Wilkes sandy loam, clayey subsoil variant, 6 to 15 percent slopes
LnE	Louisburg sandy loam, 10 to 25 percent slopes		

Source: Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture

Soil is the product of parent material (underlying geology), topography, climate, plant and animal life, and time. The nature of the soil at any given place depends on the combination of these five factors. Each factor acts on the soil and each modifies the effect of the other four. Because of this

interaction, knowledge of soil types in an area provides a good indication of topography (slope), erosion patterns, the presence and depth of rock, and the presence of water, as in wetland or floodplain areas. Soil types are also useful in estimating runoff from precipitation, which is essential in developing stormwater management programs.

The soils in Acworth are generally red in color and, with the exception of those found in floodplain areas, are well drained. These soils were formed from metamorphic and igneous rocks and range in texture from stony, gravelly and sandy barns to clay barns. Much of the original topsoil has been eroded away, leaving red clay subsoil exposed in some areas. Soils of the uplands that have slopes of less than 15 percent are generally thicker and have more distinct horizons than more strongly sloping soils. Soils with slopes of 15 to 40 percent are subject to geologic erosion which removes soil material almost as fast as it forms.

Soils in Acworth are divided into 55 associations as interpreted in Table 5.2.4. (Refer to Atlas of Maps Figure 5-5)

### 5.2.5 Plant and Animal Habitats

Georgia Ecological Services- Athens, Brunswick, Columbus- a Division of the U.S. Fish and Wildlife Services, maintains an inventory of plants and animals, which are rare enough to warrant State and Federal protection. The species identified, all of which are designated unusual, endangered, or threatened, are vulnerable to the impacts of rapid land use changes and population growth and should be protected by Cobb County to the extent possible. Specific plant and animal data for Cobb County is shown in Table 5.2.5.

**Table 5.2.5: Listed Endangered Species in Cobb County**

Listed Endangered Species in Cobb County				
Species	Federal Status	State Status	Habitat	Threats
<b>Mammal</b>				
<b>Gray bat</b> <i>Myotis Grisescens</i>	E	E	Colonies restricted to caves or cave-like habitats; forage primarily over water along rivers or lake shores	Human disturbance and vandalism in caves, pesticides, flooding of caves by impoundments, and loss of insect prey over streams degraded by siltation and pollution
<b>Bird</b>				
<b>Bald eagle</b> <i>Haliaeetus</i> <i>Leucocephalus</i>	T	E	Inland waterways and estuarine areas in Georgia	Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.

Species	Federal Status	State Status	Habitat	Threats
<b>Reptile</b>				
<b>Alabama map turtle</b> <i>Graptemys Pulchra</i>	No Federal Status	Rare	Rivers, creeks, and lakes	
<b>Invertebrate</b>				
<b>Alabama moccasinshell mussel</b> <i>Medionidus acutissimus</i>	T	T	Rivers and large creeks. Prefers stable gravel or sandy gravel substrates.	Habitat modification, sedimentation, and water quality degradation
<b>Coosa moccasinshell mussel</b> <i>Medionidus parvulus</i>	E	E	Stable gravel and sandy-gravel substrates in high quality free-flowing streams and rivers	Habitat modification, sedimentation, and water quality degradation
<b>Georgia Rocksnail</b> <i>Leptoxis Downei</i>	Candidate Species	E	Shoals, riffles and reefs of small to large rivers. Historically occurred in upper Coosa River. Found in Oostanaula River in Floyd and Gordon Counties	
<b>Southern cornshell mussel</b> <i>Epioblasma othcaloogensis</i>	E	E	High quality upland streams ranging in size from large creeks to small rivers; stable sand/gravel/cobble substrate in moderate to swift currents	Habitat modification, sedimentation, and water quality degradation
<b>Southern clubshell mussel</b> <i>Pleurobema decisum</i>	E	E	Rivers of medium size with a moderately high gradient and with areas of stable substrate characterized by sand-gravel sediments	Habitat modification, sedimentation, and water quality degradation
<b>Southern pigtoe mussel</b> <i>Pleurobema georgianum</i>	E	E	Stable gravel and sandy gravel substrates in high-quality free-flowing streams and rivers	Habitat modification, sedimentation, and water quality degradation
<b>Fish</b>				
<b>Bluestripe shiner</b> <i>Cyprinella callitaenia</i>	No Federal Status	T	Brownwater streams	
<b>Cherokee darter</b> <i>Etheostoma scotti</i>	T	T	Shallow water (0.1-0.5 m) in small to medium warm water creeks (1-15 m wide) with predominantly rocky bottoms. Usually found in sections with reduced current, typically runs above and below riffles and at ecotones of riffles and backwaters.	Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality
<b>Highscale shiner</b> <i>Notropis hysilepis</i>	No Federal Status	T	Blackwater and brownwater streams	

Species	Federal Status	State Status	Habitat	Threats
<b>Plants</b>				
<b>Bay star-vine</b> <i>Schisandra glabra</i>	No Federal Status	T	Twining on subcanopy and understory trees/shrubs in rich alluvial woods	
Georgia Aster <i>Aster georgianus</i>	Candidate Species		Post oak savannah/prairie communities. Most remaining populations survive adjacent to roads, utility rights of way, and other openings.	
<b>Indian olive</b> <i>Nestronia umbellula</i>	No Federal Status	T	Dry open upland forests of mixed hardwood and pine	
<b>Michaux's sumac</b> <i>Rhus michauxii</i>	E	E	Sandy or rocky open woods, usually on ridges with a disturbance history (periodic fire, prior agricultural use, maintained right-of-ways); the known population of this species in Cobb County has been extirpated (last seen in county in 1900)	Low reproductive capability (dioecious), low genetic variability associated with geographic isolation, hybridization with <i>R. copallina</i> and <i>R. glabra</i> , and habitat loss due to development
<b>Open-ground whitflow-grass</b> <i>Draba aprica</i>	No Federal Status	E	Shallow soils on granite outcrops, especially beneath eastern red cedar	
<b>White fringeless orchid</b> <i>Platanthera integrilabia</i>	Candidate Species	T	Red maple-blackgum swamps; also sandy damp stream margins; on seepy, rocky, thinly vegetated slopes. Also known as <b>Monkey-face Orchid</b> .	

Source: U.S. Fish and Wildlife Services: Georgia Ecological Services Athens, Brunswick and Columbus - May 2004 Updated

- Listed as Endangered (E) – A species which is in danger of extinction throughout all or part of its range
- Listed as Threatened (LT) – A species which is likely to become an endangered species in the foreseeable future throughout all or parts of its range.
- Listed as Rare (R) – A species which may not be endangered or threatened but which should be protected because of its scarcity.
- Listed as Unusual (U) – (and thus deserving of special consideration). Plants subject to commercial exploitation would have this status.

(Refer to Atlas of Maps Figure 5-6).

## **5.3 Other Significant Sensitive Areas**

### **5.3.1 Scenic Areas**

There are four basic kinds of scenic resources:

1. Landscape vistas
2. Botanical and Animal Habitats
3. Unique or Historical sites
4. Sites of activities with contemporary significance

Acworth and the surrounding area offer a range of scenic beauty from vistas across Lake Acworth and Lake Allatoona to glimpses of the past along select thoroughfares winding their way through the Main Street historic district. Botanical and animal habitats are abundant at many parks linking the eastern and western boundaries of Acworth. The Cowan House, a civil-war era home, sits patiently while waiting to be restored to hits full splendor. Also requiring recognition is the revitalized downtown corridor which has been redeveloped into restaurants and boutique stores that have reinvigorated the central business district.

### **5.3.2 Agricultural Land**

Prime agricultural land is located sporadically throughout the City mostly on private property. No significant agricultural land is evident today. Aerial views of Acworth dating back several decades show extensive agricultural use throughout the City.

### **5.3.3 Conservation Areas**

Lake Allatoona is situated on the Etowah River, a tributary of the Coosa River. The lake was authorized by the Flood control Acts of 1941 and 1946. Lake Allatoona is one of the most frequently visited Corps of Engineers lakes in the nation. More than 6 million visitors each year enjoy picnicking, swimming, camping, hunting, fishing, boating and observing wildlife along the beautiful shoreline.

Allatoona Dam impounds run-off water from 1,110 square miles into the Lake. The lake area itself comprises over 1200 acres with approximately 270 miles of shoreline.

Lake Acworth was formed during the construction of Lake Allatoona with the creation of a dam and spillway along and under Highway 92. Lake Acworth provides active and passive recreation opportunities and is surrounded by neighborhoods, parks and a golf course.

## 5.4 Significant Cultural Resources

### 5.4.1 Local History

Cherokee Indians initially inhabited Cherokee County, which included the Acworth area. The unsuccessful Gold Rush in the 1820's and 1830's lured white settlers in increasing numbers. This provoked conflicts with the local Native-American tribes. In 1831, the Georgia General Assembly re-organized Cherokee County and in 1832 divided it into 10 counties. The lands were sold in the Land Lottery of 1832. Cobb County became one of the ten new counties. Despite the 1830, 1831, and 1832 Acts of the General Assembly, the state of Georgia still did not have clear title to Cherokee lands in Georgia. The official basis for Georgia claiming these lands did not come until the Treaty of New Echota on Dec. 29, 1835.

In this treaty, a faction of the Cherokees agreed to give up all Cherokee claims to land in Georgia, Alabama, Tennessee, and North Carolina and move west in return for \$5 million. Though a majority of Cherokees opposed the treaty and refused to leave, the U.S. and Georgia considered it binding. In 1838, U.S. Army troops rounded up the last of the 15,000 Cherokees in Georgia and forced them to march west in what came to be known as the "Trail of Tears."

During this period, Northcutt Station (Acworth) was a water stop between Atlanta and Chattanooga for the Western & Atlantic Railroad. Joseph Gregg, a W&A Railroad Engineer, renamed Northcutt Station calling it Acworth after his hometown of Acworth, New Hampshire. The name stuck and Acworth prospered as a busy trade center. The City was incorporated in 1860. All of the land in a half-mile radius of The Northcutt Station was included in the new City of Acworth.

Soon after incorporation, the Civil War began. Two major events took place in Acworth. The first event precluded the Union Army invasion. This event was known as Andrews Raid and "the Great Locomotive Chase." The second event was the arrival of the Union Army. In 1864, General William T. Sherman and his army burned the businesses along Main Street and spared only a few homes as they made their way to Kennesaw Mountain. One of the homes spared was the James L. Lemon home that General Sherman and his men commandeered for use as their main headquarters. For this reason, Sherman spared the home when Acworth was burned.

The City was rebuilt in the reconstruction period following the Civil War. The railroad assisted reconstruction by allowing farmers to ship their produce to new markets. In the 1880s, cotton was the main source of income and from 1890 to 1920, the downtown commercial district experienced tremendous growth. In the 1920s, African-American businesses were located on the north side of the railroad tracks. Many of these commercial buildings are gone, but the residential area and its churches remain.

In 1926, the Dixie Highway was paved, and automobile-related businesses grew along Main Street. Three mills in the area contributed to Acworth's continued success at the time- the Unique Knitting Mill, Rothchild Mills and the Coats and Clark Factory. The Coats and Clark Factory area was a company town, with adjacent housing, school, church and baseball park. The Coats and Clark Factory is now the home of Seiz Printing. Fifty mill homes remain on Thomasville Drive, Clarkdale Drive, and Toccoa Drive. The old mill school (Eli Whitney) fronts Main Street. The mill's ball fields are now owned by the City.

Acworth experienced a continued population boom in the 1940s through the 1960s, partly because of the development of Lake Allatoona and Lake Acworth. The U.S. Army Corps of Engineers built Lake Allatoona in 1950 for flood control, hydroelectric power generation, and as a source for drinking water and recreation. Acworth's downtown began to decline slightly when the railroad discontinued passenger rail service from Chattanooga to Atlanta in the 1970s and when the new

Highway 41 was completed. Also, as I-75 diverted traffic from Dixie Highway and downtown, businesses began to suffer.

In 1992, Lake Acworth was closed as a result of pollution. It has since reopened to the public for boating, fishing and swimming. Revitalization and historic preservation efforts have invigorated the downtown district and laid the foundation as a destination for patrons seeking unique dining and shopping experiences. The Georgia Department of Industry Trade and Tourism selected the City as the forty-second Main Street City in June 2000, Cobb County's first and only Main Street City. (Source: 2001 LCI Plan, Carl Vincent Institute of Government)

### 5.4.2 National Register of Historic Places Listings

The Acworth Historic Preservation Commission (HPC) is a seven-member body that maintains a local register of historic places. The Commission works in cooperation with the State of Georgia and Cobb County's Historic Preservation Commission. Currently, there are two sites (Bethel A. M. E. Church and Cowan Farmstead) and two districts (Collins Avenue Historic District and the downtown Historic District) on the Acworth Register.

Properties on the national, state, and local register are eligible for an eight year tax assessment freeze through the Cobb County tax assessor's office. There are also a number of other significant, though not formally documented, historical resources and possible archeological sites within the City limits that deserve further investigation to ascertain whether formal recognition is plausible or necessary.

**Table 5.4.2 National Register of Historic Places for Acworth**

Site	Location	Date Added to Historic Register	Description
<b>Bethel AME Church</b>	4683 Bell St	5/9/2002	Romanesque Revival-style church
<b>Collins Avenue Historic District</b>	Collins Ave.	7/5/2001	Nineteenth-century Victorian-era houses and early twentieth-century Craftsman-style bungalows
<b>Stephen D. Cowan House</b>	4940 Cowan Rd.	11/15/2002	Pre-Civil war era farmhouse
<b>Downtown Historic District</b>	Downtown Acworth	4/19/06	Roughly bounded by Southside Dr., Federal and Lemon Sts, and Senator Richard B. Russell Ave.

Source: National Register of Historic Places

The Cowan House was constructed in 1854 by Stephen D. Cowan, a prosperous farmer who migrated to Acworth from Virginia in the early 1850s. Originally part of a 1200 acre farmstead, the Cowan House survived the Union occupation of Acworth by General William T. Sherman in 1864. It now sits on approximately one-half of an acre, the remainder of the land having been sold off after Stephen Cowan's death in 1900 when the property was divided among his heirs. In 1918 the house was sold out of the Cowan family and is presently owned by the Georgia Trust for Historic Preservation.

The Cowan house is an excellent example of a pre-Civil War plantation plain-type structure, a house style that is a version of what is more commonly referred to as an I-house: a two-story house

usually two rooms wide and one room deep with a side-gabled roof structure. The I-house was popular because its balanced, symmetrical façade appealed to an increasing interest in classical architecture and was viewed by farmers as a symbol of economic attainment.

Placed on the National Register of Historic Places in 2001, the Cowan Farmstead was also designated as an Acworth Historic Landmark in 1998.

Part of the historic downtown area of the City was approved for inclusion on the National Register of Historic Places in April 2006. An honorary designation given by the United States Department of the Interior, Acworth's downtown buildings still retain many of the architectural details commonly associated with commercial buildings constructed in the late 19th and early-20th centuries and serve as a physical reminder of a point in time when the downtown was the focus of small town life.

The Collins Avenue Historic District is a collection of late nineteenth-century Victorian-era houses and early twentieth-century Craftsman-style bungalows that was placed on the National Register of Historic Places in 2001 and designated as a Local Historic District by the City of Acworth in 1998.

The district represents two periods of development for Acworth. The first period, 1890-1910, includes most of the structures located towards the southern end of Collins Avenue (including the Collins-Smith House which was built around 1850 and was once part of a 200 acre farm). The McMillan-Parks House, built in 1897, was moved to the northern end of Collins Avenue in the early 1980s.

The latter period, 1920-1930 is represented by four Craftsman-style bungalows which were constructed by Frederick J. Kienel, general manager of the Unique Knitting Company. He had located a mill in Acworth in 1928, using plans taken from Atlanta architect Leila Ross Wilburn's pattern book *Ideal Homes of Today*.

The Bethel AME Church congregation was organized in Acworth in 1864, originally sharing a church building with the Zion Hill Baptist Church. In 1871, trustees of the Bethel AME Church purchased one acre of land and the present sanctuary was constructed sometime between 1871 and 1882.

The Romanesque Revival-style church has round-arched windows and decorative brickwork in the gable areas. The front vestibule and two asymmetrical bell towers with conical metal roofs were added in 1895 and a rear addition was constructed in 1973. The interior of the sanctuary is arranged as a central-aisle plan and exhibits a magnificent wooden coffered ceiling constructed in a herringbone design.

Bethel AME Church was listed in the National Register of Historic Places in 2002 and designated as an Acworth Historic Landmark in 1998. (Refer to Atlas of Maps Figure 5-7.)

## **6. Community Facilities and Services**

### **6.1 Water Supply and Treatment**

The Cobb-Marietta Water Authority (GMWA), handles drinking water treatment for all municipalities in the county. The Cobb County Water System purchases treated water from the GMWA and sells it to residents of the City. The source of the drinking water sold to Acworth's citizens is Lake Allatoona. The Wyckoff Treatment Plant on Mars Hill Road treats the water after it is removed from the lake and before it is piped to Acworth.

A long-range master plan for water supply in Cobb County was completed in 1988. This plan recommended that the Wyckoff Treatment Plant be expanded to meet growing demand from Acworth and unincorporated north Cobb County.

(Refer to Atlas of Maps Figure 6-1).

#### **6.1.1 Stormwater Management**

Acworth is working with the ARC to help educate the public about stormwater management and the long-term effects of non-point source pollutants. The City has entered into an agreement with the ARC for a five-year regional education and information program. In addition, the Public Works Department currently screens ten sites throughout the City to measure the effects of stormwater runoff. In the short-term, Acworth intends to continue regularly screening runoff, inspecting storm drains, and working on the development of a GIS-based stormwater infrastructure management system.

#### **6.1.2 Sewerage System and Wastewater Treatment**

Like the water supply, Acworth's sanitary sewer and wastewater services are owned and managed by the Cobb County Water Authority. Wastewater treatment for Acworth is handled by the Northwest Cobb Wastewater Treatment Plant, which pumps 4 million gallons per day (mgd) of treated wastewater into Lake Allatoona (also the origin of Acworth's drinking water) and sprays 2 mgd onto Cobblestone Golf Course. The 1992 Cobb County Sewer System Master Plan recommended that the Northwest plant be expanded to handle twelve mgd by 2015. This expansion would allow up to six mgd to be released into Lake Allatoona and the remaining six mgd to be used for spray irrigation in various locations. Some of which will continue to be spread at the golf course. The City hopes to work with Cobb County to effectively utilize this additional treated wastewater.

#### **6.1.3 Septic Systems**

Most, if not all, of Acworth's homes and businesses are provided water and sewer service by the Cobb County Water Authority. However, the septic system area map maintained by the office of Cobb County Community Development suggests that septic systems may be in use along an area north and west of Highway 41 from Lake Acworth Drive to the Bartow County line. Consideration should be given to extending water and sewer service if annexations into the City occur along this corridor or if new developments occur within the current jurisdictional boundaries.

## 6.2 Public Safety

### 6.2.1 Acworth Police Departments

The Acworth Police Department provides police protection services to Acworth. The public safety system is tested when rapid growth occurs because population density and certain types of development are directly related to the number of calls for service. Effective law enforcement depends upon response time. It is critical to reach the scene quickly in order to intervene, apprehend suspects, or preserve evidence.

The Police Department continuously evaluates programs and strategies designed to improve the quality of services provided to the community. The department has adopted the philosophy that preventing small, petty crimes will prevent the manifestation of these crimes into larger, potentially more offensive or violent crimes. To support this philosophy, the department continues to assess its

services and programs. Refer to Table 6.2.1a for a complete list of divisions and services provided by each division.

**Table 6.2.1a Police Divisions, Services and Responsibilities**

Job Function	Officers	Department Description	
Records	3	Records administration & Management	not sworn
Detention officers	8	Jail Services	not sworn
subtotal	11		
Patrol		Crime Prevention/ Traffic violations/Accident investigation	
CID		Criminal Investigation Division. (Detectives)	
Training		Training is provided by Corporals. No dedicated officer.	
Jail Administrator		(1) police Sergeant	
K-9 Unit	34		
Narcotics Division			
Community Policing administration			
Court Duty		(1) officer assigned along with (1) or (2) Detention officers	
Subtotal	34		
Total	45		

Source: Acworth Police Department

Current staffing requirements show 34 sworn officers and 11 non sworn officers assigned to administration and jail operations. Additional officers and detectives are desired, but due to budget constraints, are not likely to be hired until a stronger need is established.

**Table 6.2.1b Police Facilities**

Acworth Police Facility	Square footage	Facility Function
Police Department	5,300	Administration
Jail	5,032	detention
Fenced area behind Jail	5,376	
<b>Total</b>	<b>15,708</b>	

Source: Acworth Police Department

**Table 6.2.1c Historical & Projected Police Officer Ratios per Capita**

		Population	Actual No. of officers	Population per officer	Officers per Capita Factor		
					1.5	1.75	2.0
					No. of officers required		
Actual Population Counts	1990	4,519	NA	NA	7	8	9
	2000	13,422	20	671	20	23	27
	2005	18,428	34	542	28	32	37
<b>Projected Population and Officers Required</b>							
Population based on "Average Mean" Projection	2010	22,183	37	600	33	39	44
	2015	29,589	49	600	44	52	59
	2020	39,130	65	600	59	68	78
	2025	52,795	88	600	79	92	106

Source: Acworth Police Department.

Table 6.2.1c illustrates the historical population compared to police officers and the rule-of-thumb factor used to plan for staffing requirements.

Per Table 6.2.1c, it is suggested that as population increases the rule-of-thumb factor for staff planning should be in the range of 1.5 to 1.75 officers/ 1000 population. Therefore, if the Average Mean was an accurate projection for the 2010 population, a minimum of three additional officers would be required to staff the department. This suggests an average of one officer should be added to the Department every 20 months until 2011. This projection does not compensate for any current staffing shortages that the Department may be experiencing.

### 6.2.2 Fire Rescue

The Cobb County Fire Department provides fire rescue and EMS services to Acworth. One station is located within the city limits. Station 11, formerly located on Lakewood Drive for more than 40 years, was replaced by a new Station 11 constructed at the corner of Cowan Road and Main Street. It opened in January 2006. Four other stations are located in close proximity to the City. Station 8 is located across from McCollum Field at 2380 Cobb Parkway. Station 18 is located at 1660 Mars Hill Road at Stilesboro Road and Station 24 located at 3540 Paul Samuel Road near Stilesboro Road. Station 26, a new station completed in 2000, is located on Wade Green Road near the Jiles Road intersection.

### 6.2.3 E911 Emergency Call Center

In 2005, Acworth and Kennesaw merged their 9-1-1 call centers to improve coordination between the two municipalities, improve system cost effectiveness, coverage, and response times. The Dispatch center is a state-of-the-art call center based in Kennesaw and operated primarily by Kennesaw staff. The center dispatched 1352 calls to the City of Acworth between January and June 2006. This is estimated at 83% below the 2005 rate and a testament to the preventative policing measures in place and to the citizens of Acworth.

Response times for the dispatched calls range from 2-1/2 minutes to five minutes, with priority (emergency) calls being served within the lower range. Table 6.2.3 illustrates the improvement in dispatched calls even in the wake of unprecedented growth.

**Table 6.2.3 Record of Dispatched Calls for Police Service**

Type of Call	Calls dispatched 2000	% of Calls Dispatched	2000 Pop	Calls dispatched 2005	% of Calls Dispatched	2005 Pop	Calls Dispatched January-June 2006	% of Calls Dispatched
Traffic Accidents	498	4.2%	13,422	749	4.8%	18,428	414	30.6%
Serious Accidents	34	0.3%		146	0.9%		74	5.5%
Arrests	781	6.6%		1,310	8.4%		654	48.4%
Other	----	89.0%		----	85.9%		----	15.5%
Total calls dispatched	11,910	100%		15,591	100%		1,352	100%
Percentage Change Between Years of Dispatched Calls			<b>2000-2005</b>			<b>2005-2006*</b>		
			30.9%			-82.66%		
Percentage Population Change Between Years			37.30%			NA		

Source: Acworth Police Department and the U.S Census.

### 6.3 Public Works

The Public Works Department consists of the Street department, the Sanitation department, and the Fleet Maintenance shop. Public Works is also responsible for City-owned building maintenance and minor repair, soil erosion inspections, stormwater management, plan review, and City construction project supervision.

The Street Department is in charge of maintaining approximately 150 lane miles of road way and right-of-way. Other tasks such as storm drain maintenance, street striping and street sweeping are also performed on a scheduled basis. Leaf Pickup is available from November 1<sup>st</sup> to January 31<sup>st</sup>.

The Sanitation department is responsible for the pick-up of all garbage within the City limits for all the residential areas. Businesses typically contract with a private company for trash pickup. The fleet maintenance department is responsible for the maintenance of all city-owned department vehicles including police, public works, and parks and recreation.

#### 6.3.1 Solid Waste Management

The Acworth Public Works Department offers curbside household garbage pick up twice a week. Along with the regular household garbage, the City will pick up items such as lamps, small appliances, clothes, cardboard, and items from closet & garage cleanouts. The City will not pickup dirt, rock, bricks, cinder blocks, concrete, and other similar type construction debris.

Commercial businesses contract with private companies for solid waste management.

## 6.4 Parks and Recreation

The Parks and Recreation Department is vital component to the City. The Department organizes numerous events, programs, and camps as well as maintains 473 acres of parks and greenspace (Table 6.4a). In 2005, 440 youth participated in on one of the baseball, football or softball camps.

Over 1200 youth participate in the baseball, football or cheerleading associations. The following highlights represent the high level of interests generated by the programs, classes and events sponsored by the Parks and Recreation Department:

- Summer Camp: 120 children per week for 8 weeks
- Classes( various) 5-10 people per class
- Father-daughter dance: 120 children and 120 adults
- Pro Wakeboard Tour: 210 participants. 6,000 visitors.
- Easter Egg Hunt : 350 children
- Summer Concerts: 10,000-12,000 total attend three lakeside concerts
- Senior Citizen Luncheon: 90-100 attendees per lunch
- Acworth Women's Sprint Triathlon: 450 women participants

To manage these programs and maintain the properties, the City employs full-time, part-time and seasonal employees. Refer to Table 6.4b for the 2006 staffing requirements.

**Table 6.4: Parks and Recreation Facilities**

	Acworth Sports ( Kennworth Park)	Cauble Park (Including Beach)	North-shore Park	South-shore Park	Logan Farm Park	East Lakeshore Mini Park	Over-look Park	Tanyard Park	Dallas Landing Park	Proctor Landing Park	Terrace Park	New-berry Park	Frana Park	Amos Durr Park	Baker Plantation Park
<b>ACREAGE</b>	91	17	80	36	47	2	2	14	82	82	2	13	0.25	13	0.5
Active Acres															
Passive Acres															
<b>Active Facilities</b>															
Ball Field	11							1				2		1	
Batting Cage	2											3			
Multi-purpose Field	1				1						1				
Football Field	1														
Tennis Court	yes														
Basketball Court											1			1	
Playground		2			1	1					yes				yes
Playfield/Greenspace	yes	yes	80			yes		yes							yes
Horseshoe Pit									1	2					
Gymnasium															
Volleyball Court		1							1	2					
<b>Passive Facilities</b>															
Beach		yes		yes					yes	yes					
Fishing		yes		yes	yes		yes		yes	yes					
Pavilions	yes	yes							yes	2	yes				yes
Picnic Area	yes	yes		yes		yes	yes		yes	yes		yes			
Walking Trail		yes			yes										
Barbecue Grill	yes	yes							yes	yes					
Benches	yes	yes											yes	yes	
Fountain													yes	yes	
<b>Support Facilities</b>															
Concessions Building	yes	yes										2			
Restroom Building	yes	yes			yes				yes	yes					
Storage Shed															
Community Building	yes	yes			yes										

Source: City of Acworth Staff

**Table 6.4b: 2006 Staffing requirements**

Full time	Current Staffing Requirements	Description
Administrative Staff	5	
Grounds maintenance	5	
<b>Part Time</b>		
Grounds maintenance	3	40 hrs. for 20 weeks and 29 hours for 32 weeks
Grounds maintenance	5	40 hrs. for 10 weeks and 16 hours for 42 weeks
Administrative Staff	1	40 hrs. for 20 weeks and 29 hours for 32 weeks
<b>Seasonal</b>		
Gate Attendants	11	
Concession Stand Staff	5	
Summer Camp Staff	14	

Source: Parks and Recreation Staff

In addition to the parks, Acworth also maintains the historic Roberts School building located just north of the CBD. The school contains six community rooms, a community garden and a half court basketball court. However, given the age and size of this building, it is not adequate for Acworth's current recreational demands. The City is currently in need of a multi-purpose recreational facility that can accommodate classrooms, seminars, and indoor sports such as basketball and volleyball.

Also, the City is interested in obtaining and developing 25 acres of park and greenspace on the north side of the City as well as 25 acres on the south side. Currently, numerous sites are being considered, but specific sites have not been determined. These smaller parks will likely be City-owned and complement the chain of parks currently in place on COE property. (Refer to Atlas of Maps Figure 6-2).

## 6.5 Education

### 6.5.1 Acworth Area Public Schools

**Table 6.5.1: Acworth Area Schools**

School Name	Grade	No. of Students	No. of teachers	Teacher-Student Ratio	% White	% Black	% Hispanic	% Other
Acworth Elementary School	Pre K - 5th	758	49	15.5	47.8%	28.9%	15.3%	8.0%
Baker Elementary School	Pre K - 5th	779	49	15.9	50.2%	27.7%	7.4%	14.6%
Frey Elementary School	Pre K - 5th	936	58	16.1	81.8%	9.0%	4.2%	5.0%
Lewis Elementary School	Pre K - 5th	1089	74	14.7	62.8%	17.9%	11.6%	7.7%
McCall Primary School	Pre K-1st	413	37	11.2	45.3%	27.4%	16.5%	10.9%
Awtrey Middle School	6th-8th	837	58	14.4	55.3%	27.4%	8.7%	8.6%
Barber Middle School- NEW	6th-8th	N/A	N/A	N/A	N/A	N/A	N/A	N/A
North Cobb High School	9th-12th	2370	149	15.9	54.1%	28.8%	7.9%	9.2%
North Cobb Christian School	Pre K-12th	909	70	13	95.0%	----	----	5.0%

Source: Georgia Department of Education. Cobb County School District. (<http://www.cobbk12.org>).

### **6.5.2 Colleges:**

Acworth area colleges and universities offer some of the finest programs in the state. Below is a description of post-secondary institutions serving the Acworth area.

#### **Kennesaw State University(KSU)**

KSU is the third largest state university in the University System of Georgia. KSU has 18,000 students enrolled in more than 55 academic programs. More than 1,500 international students from 132 different countries are in attendance. 537 full-time faculty members teach at Kennesaw State University and 71 percent hold a doctorate degree. Kennesaw State's first on-campus housing, apartment-style living with private baths and bedrooms, opened in fall 2002, with space for 1,100 students. The second phase of housing, with space for more than 700 additional students, opened in fall 2004.

On the academic side, more than 40 undergraduate degree programs are offered in the arts, humanities, social sciences, mathematics, natural sciences, accounting, business fields, teacher education, computing and information systems, and nursing. Graduate degrees in the areas of accounting, business, education, conflict management, professional writing, public administration, nursing, information systems, and applied computer science are available as well. A number of applied undergraduate and graduate certificate programs are also offered.

KSU is fully accredited by the Southern Association of Colleges and Schools (SACS) with the Commission on Colleges endorsement. Additionally, KSU holds several national professional accreditations including the National Council of Accreditation for Teacher Education (NCATE), Association to Advance Collegiate Schools of Business (AACSB), Georgia Board of Nursing and many others.

In addition to academics activities or sporting events can fill any time not spent in the classroom or in the state-of-the-art library. Fulfillment may be found in Greek life, service organizations, honor societies, intramural activities, or in sports including, tennis, track, baseball, softball, soccer, basketball, or cross country. (Source: <http://www.kennesaw.edu/>)

#### **North Metro Technical College**

North Metro Tech offers both traditional and web-based educational options that include individual courses, certificates, diplomas and associate degrees, as well as adult literacy, economic development, and personal enrichment programs.

#### **Life University**

Life University is a private, non-profit institution offering first professional, graduate and undergraduate degree programs and postgraduate education in the fields of health care, science, nutrition, and business.

**Southern Polytechnic State University (SPSU)** is a residential, co-educational member of the University System of Georgia. Students study the sciences and technologies in a unique, practical manner, providing an education that is career-based and balanced. Approximately 4,000 students from 35 states and 82 countries attend SPSU.

**Chattahoochee Technical College** is a fully accredited, state-supported postsecondary technical college with programs designed to prepare individuals for entering the workforce, transfer to another college or university, enhance present job skills, or get a head start on college while still attending high school.

## **6.6 Library**

The Acworth Branch of the Cobb County Public Library System is part of the West Cobb Region of the Cobb County Public Library System. The Acworth library was constructed in the late 1960's and funded as the result of a 1965 bond referendum. The building measures 2,916 square feet and has not been expanded from its original footprint. There are no immediate plans to expand or move the facility. Two new libraries are planned. One is to be located adjacent to the West Cobb Aquatics Center and the other is to be located east of I-75 in North Cobb. No sites have been chosen as of June 2006.

The library currently maintains 31,338 books, periodicals, and various multimedia products. In 2005, 107,752 items circulated through the library. This accounted for just 3% of materials and circulations in the Cobb County Library System. There are 8,002 members registered through the Acworth library system. The facility is staffed by one full time librarian and one assistant, four part time technicians and two part time pages. Annual operating expenses are under \$200,000.

The library operates Monday-Thursday 9:00am-8:00pm and 9:00am -6:00pm Friday and Saturday. The library provides a wide range of services to the public including the use of 9 computers for public Internet access.

## **6.7 Public Health**

### **6.7.1 Cobb County Health Department**

The Cobb County Health Department main office is located at 1650 County Services Parkway in Marietta. The Department works in partnership with the Douglas County Health Department. The Department operates several divisions providing personal health services for children, adolescents, and adults. All individual or family health services are provided to Cobb county residents without regard to age, color, creed, national origin, physical or mental disability, political affiliation, race, religion or sexual orientation. Fees are income based. The Department accepts Medicaid, Medicare and most private insurance for services. Refer to Table 6.7 for an overview of available services.

Health service facilities for the Acworth area are provided by the Cobb County Public Health Department and the EMS division of the Fire Department. A county health center is located at 4489 Acworth Industrial Drive and offers free or reduced price services to City residents in the following areas: child health, maternal health, family planning, adult health, nutrition, and dentistry. Other public and private medical facilities are located around Cobb County. The two nearest full-service hospitals are Wellstar Kennestone, 677 Church Street in Marietta, and the Emory-Cartersville Medical Center, both less than 30 minutes by car from Acworth. Many, if not all, of the health services offered by the Marietta office of the Health Department is also available at the Acworth Health Center.

**Table 6.7.1. Services provided by the Cobb County Public Health Department**

<b>HEALTH SCREENINGS/TESTS</b>	Blood Pressure Checks Blood Sugar Screening Child Health Checks Head Lice/Scabies Hearing, Vision & Dental Screening Hepatitis B Testing Lead Screening PKU Testing Pregnancy Tests Scoliosis Screening Tuberculosis Testing Universal Newborn Hearing Screening for 0-2 months of age
<b>HEALTH SERVICES</b>	Mammography Dental Services for Children up to age 18. Diabetes Education Family Planning Health & Nutrition Education Immunizations Pap Smears & Follow-up Pregnancy-Related Services Primary Care Services Sexually Transmitted Disease Services Pharmacy Stroke & Heart Attack Prevention
<b>SPECIAL SERVICES/PROGRAMS</b>	<b>School Nurse Program</b> <b>WIC</b> - An education and supplemental nutrition program for pregnant, postpartum or breast-feeding women, infants and children to age 5. <b>Babies Can't Wait (BCW)</b> Identifies children from birth to age 3 with developmental delays. <b>Children 1st</b> - Identifies children from birth to age 6 who are at risk. <b>CMS (Children's Medical Services)</b> Services are provided for children with special needs.

Source: <http://www.cobbanddouglasspublichealth.org/>

In addition to providing health services, the department also provides Environmental Health Services to promote a healthy and safe environment and to protect community health. These services include:

- The review and approval of plans, issuance of permits and health inspections for restaurants.
- Epidemiologic Investigations of food borne and water borne illness complaints.
- The evaluation and food services permitting for festivals, carnivals, fairs and other temporary events.
- The permitting of public swimming pools and evaluation of water chemistry and pool safety.
- The testing of drinking wells for bacteriological quality and evaluation of sanitary protection of wells.
- The conducting of in-home evaluations when lead poisoning has been identified.
- The Radon testing of homes and provide public education program (Cobb County Only).
- The review and permitting of sewage plans for individual homes, sub-divisions, and businesses.
- Nuisance Complaint investigations concerning sewage, garbage, insects, rodents and other environmental health issues.

## 6.8 Consistency with Service Delivery Strategy

**Table 6.8: Acworth Service Delivery Strategy Summary**

Services Provided	City of Acworth Service Delivery Strategy	Service Area
Land Use Classification Disputes	The City of Acworth and Cobb County agree to review their respective Future land Use Map and Comprehensive Plan to identify areas where conflicts may exist at jurisdictional boundaries. Procedures for resolving disputes have been agreed upon.	Acworth City Limits and Cobb County
Animal Control	Cobb County will provide countywide animal control service	Cobb County
Building Inspections	Acworth will provide building inspections within the municipal limits. Cobb County will provide building inspections in unincorporated Cobb.	Acworth City Limits
Code Enforcement	Acworth will provide Code Enforcement within the municipal limits. Cobb County will provide building inspections in unincorporated Cobb.	Acworth City Limits
Courts( Judicial Services)	Acworth will provide Municipal Court Services for violations within the city limits. Cobb County will continue to provide countywide judicial services, e.g. Superior Court, District Attorney, Juvenile Court, etc.	Acworth City Limits
Development Authority	The authority can finance certain projects, including air and water pollution control facilities, to develop and promote the general welfare of the public.	Cobb County
Drainage and Stormwater	The City maintains drainage and stormwater systems within the city limits. From 2000 to 2002 Cobb County and the City of Acworth acted to implement the EPD requirements for Stormwater Management.	Acworth City Limits
E911	On December 20, 2005, the Cities of Acworth and Kennesaw entered into a ten year agreement in which Kennesaw will provide E911 call answering services for fire fighting, law enforcement, ambulance, medical and other emergency services 24 hours a day, 7 days a week, 365 days per year.	Acworth and Kennesaw City Limits
Economic Development	Acworth provides Economic Development services within the city limits. Cobb provides economic development services county wide. City and County staff have agreed to monthly meetings, review of county literature for inclusion of city descriptions/ opportunities, periodic County economic development updates to City directors, and increased frequency of information sharing.	Acworth City Limits and Cobb County
Elections	The City of Acworth conducts it's own municipal elections.	Acworth City Limits
Extension	The University of Georgia Extension Service provides services countywide.	Cobb County
Fire & EMS	The City of Acworth relies on the Cobb County Fire Department for Fire and EMS services that are funded through Acworth's fire tax district.	Cobb County
Jail	The Cobb County Sheriff's Office provides jail services on a countywide basis. Acworth provides its own jail facilities for detention purposes.	Cobb County
Library	Cobb County provides library services on a countywide basis.	Cobb County
Parks and Recreation	Acworth provides park and recreation services to its residents. The Army Corp of Engineers (COE) permits the City to plan, develop and maintain parks for public use on COE property. The County also maintains parks to which the City residents have access.	Acworth City Limits

**Table 6.8: Acworth Service Delivery Strategy Summary (cont)**

Services Provided	City of Acworth Service Delivery Strategy	Service Area
Planning and Zoning	Acworth provide planning and zoning services within the city limits.	Acworth City Limits
Police	Acworth provides police services within the city limits.	Acworth City Limits
Public Health	Public Health services are provided by the County. Federal, State and County funds provide funding. Acworth does not contribute toward public health services.	Cobb County
R.O.W Maintenance	The City of Acworth maintains R.O.W maintenance within the city limits.	Acworth City Limits
Sanitation and Solid Waste	Acworth provides waste collection to municipal residents. Cobb County provides waste composting, recycling and disposal service for use by all County residents.	Acworth City Limits
Senior Service	Cobb County provides senior services on a countywide basis.	Cobb County
Street Maintenance	Acworth maintains streets within the city limits.	Acworth City Limits
Tax Assessor	The Tax Assessor's office provide property valuation on a countywide basis	Cobb County
Tax Commissioner	The Tax Commissioner office provides services on a countywide basis.	Cobb County
Transit	The Cobb County DOT provides transit services on a countywide basis.	Cobb County
Wastewater Treatment	The Cobb County water System provides wastewater treatment countywide.	Cobb County
Water Distribution	The Cobb County Water System provides water distribution to the City of Acworth.	Cobb County
Water Supply	The Cobb County--Marietta Water Authority withdraws, treats and distributes water to the City of Acworth	Cobb County

Source: Acworth Service Delivery Strategy Summaries of Service Delivery Arrangements

## 7. Transportation

### 7.1 Introduction

The City of Acworth covers a land area of seven square miles. The City has a diverse, multimodal transportation system. The City has major regional roadway facilities, a rail line, and transit system infrastructure. The City is located on US 41 and Interstate 75. The CSX railroad corridor runs east to west and parallel to Main Street (Old US 41). The City has connection to transit services through GRTA/CCT. The following presents an assessment of the transportation system in Acworth.

### 7.2 Roadways

The roadway system provides the backbone of the transportation network. Acworth has 92.2 centerline miles of existing roadway network. Seven roadway bridges are located in the City. By classifying the roadway system by how each roadway functions, it allows for analysis and evaluation of the roadway's effectiveness within the system. Roadways are described by the county's functional classification system which defines a roadway based on its accessibility and mobility. On one end of the spectrum are expressways or interstates, which provide the greatest mobility with controlled access. On the other end are local roads which provide the greatest accessibility and feed traffic into higher capacity roads. A description of the system's major functional classifications is presented below and shown in Atlas of Maps Map 1.

- **Interstate Highways** – Interstates provide the greatest level of mobility with access limited to interchanges. There are no interstate facilities within the city limits.
- **Arterials** – An arterial is a street or road whose primary function is to carry through traffic over relatively long distances between major areas of the county. The arterial system in the City comprises 14.3 miles, or 15.5 percent of the total roadway network, and specific major arterial facilities include Cobb Parkway, Main Street, and Lake Acworth Drive.
- **Major Collectors** – A major collector is defined as a street or road whose primary function is to carry through traffic over moderate distances between arterial streets and/or activity centers. The major collector system in Acworth comprises 3.5 miles (3.8 percent) of the total roadway network.
- **Minor Collectors** – A minor collector is a street or road whose primary function is to carry through traffic over minor distances from local streets and subdivisions to an activity center or higher classification street. The minor collector system in Acworth comprises 0.9 miles (1.0 percent) of the total roadway network.
- **Local Streets** – Local streets feed the collector system from low volume residential and commercial areas. In Acworth, local streets comprise 73.7 miles (80 percent) of the total roadway network.

Roadway jurisdiction defines which entity owns and is responsible for maintenance, and is depicted in Atlas of Maps Map 2. As is shown, most of the roadways in Acworth are city streets. The City's functional classification system is consistent with State and County classifications.

#### 7.2.1 Roadway Conditions

Data is maintained by Georgia Department of Transportation (GDOT) on roadway and bridge condition. Roadway pavement condition is rated within the roadway characteristics (RC) file which contains a Pavement Condition Evaluation System (PACES) rating. Pavement is rated under the PACES system on a linear scoring system from 10 to 99. The rating ranges are summarized in

Table 7.2.1. As shown in Atlas of Maps Map 3, a majority of the roadway system in Acworth is rated good or very good. Of the 45.5 centerline miles in Acworth for which pavement ratings are available, 4.5 percent are rated very good, 66.0 percent are rated good, and 28.1 percent are rated fair. Only 0.3 percent are rated as poor or very poor.

**Table 7.2.1: PACES Rating**

Rating	Definition	Score
Very Good	No maintenance necessary at present time.	81 to 99
Good	Rideability good, some minor repairs needed.	65 to 80
Fair	Considerable deterioration; needs major repairs or resurfacing in near future.	45 to 64
Poor	Badly deteriorated; needs leveling and resurfacing.	28 to 44
Very Poor	Critical condition; needs immediate attention.	11 to 27

Source: GDOT, Systems Inventory Data Collection, Coding, and Procedures Manual

## 7.2.2 Bridges

There are a total of seven roadway bridges within the City of Acworth, which are provided in the table below.

**Table 7.2.2: Roadway Bridges within the City of Acworth**

Roadway	Intersecting Feature
SR 92	Proctor Creek (Lake)
SR 92	Old US 41, CSX RR
SR 92	Tanyard Creek
Southside Drive	Cowan Road
Old US 41	Proctor Creek
Nance Road	Butler Creek
Cherokee Street	Tanyard Creek

Source: GDOT, Cobb County

As shown in Table 7.2.2, six of the seven roadway bridges are stream crossings, and the seventh crosses both a rail line and roadway.

Of the bridges listed above, only the Nance Road Bridge over Butler Creek is in need of repair. This facility will be replaced as part of the programmed improvements to Nance Road within the SPLOST program. The SR 92 Bridge over Proctor Creek will also be replaced as part of a widening project scheduled for 2006.

### 7.2.3 Roadway Capacity

Available roadway network capacity is determined by functional classification, number of lanes, traffic controls and utilization. The number of lanes and traffic signal locations are shown in Atlas of Maps Map 4. As is shown, most of the streets have two lanes, but several large facilities also traverse the City, providing capacity for higher volumes of through traffic. Also shown in this map are the intelligent transportation system (ITS) enhancements that have been added to improve operations, including roadway corridors with fiber-optic infrastructure and real-time camera surveillance locations. Map 5 shows the range of existing (2004) AADT levels on the Acworth roadway network.

The level of system performance varies by type of transportation facility, geographic location, time of day and other characteristics. Each roadway in the network has a theoretical capacity based on its functional classification and characteristics. When roadways are operating in free-flow conditions, capacity constraints are not apparent. However, as traffic volumes increase, available capacity is restricted and roadway congestion results. Federal regulations define traffic congestion as the level at which transportation system performance is no longer acceptable due to traffic congestion.

Capacity needs are identified using measures such as daily volume to capacity (v/c). The v/c ratio of a specific roadway is an indicator of the level of service (LOS) that can be expected on that roadway. A v/c ratio of less than 1.0 indicates that a road can handle additional volume and remain within capacity. A v/c ratio of 1.0 indicates that a road has reached its capacity, and additional traffic volume will result in a less-than-acceptable LOS. A v/c ratio of more than one indicates that a road's traffic volume exceeds its capacity to handle that traffic, resulting in an unacceptable LOS. The computation and analysis of roadway v/c allows system-wide analysis of the transportation network and provides an approximation of the LOS of roadways or corridors, based on information such as lane configuration, observed roadway speed, and traffic volumes.

V/C ratios are linked to LOS to provide an easier way to communicate roadway operations. LOS is a user-based assessment of conditions. Roadways are given a letter designation, with LOS A representing the best operating conditions and LOS F representing the worst. The 2000 Highway Capacity Manual provides the following LOS guidelines:

- LOS A, B and C indicate conditions where traffic can move relatively freely.
- LOS D describes vehicle speed beginning to decline slightly due to increasing flows. Speed and freedom of movement are severely restricted.
- LOS E describes conditions where traffic volumes are at or close to capacity, resulting in serious delays.
- LOS F describes breakdown in vehicular flow. This condition exists when the flow rate exceeds roadway capacity. LOS F describes traffic downstream from the bottleneck of breakdown.

The following LOS criteria are used to determine congestion levels on roadway segments.

- LOS A through C is equivalent to a v/c of 0.7 or less.
- LOS D is equivalent to a v/c of 0.701 to 0.85.
- LOS E is equivalent to a v/c of 0.851 to 1.00.
- LOS F is equivalent to a v/c greater than 1.00.

To determine what facilities were congested in Acworth, the region-wide travel demand model developed by the Atlanta Regional Commission (ARC) was used. Model results for the 2005 and 2010 networks were evaluated. It is important to note that the model network reflects the actual roadway network, but due to the nature of the model, the network is an abstraction of the actual system. Major roadways classified as collectors and arterials are included in the model network, but local roads are not.

Maps 6 and 7 (Atlas of Maps) illustrate 2005 and 2010 peak period congestion. As indicated by these maps, several major roadway facilities already operate at level of service "F" according to the model, including SR 92, Cowan Road, and Cherokee Road. Paulding County commuting traffic along several of these facilities further exacerbates congestion through the City.

As required by federal law and regulations, ARC has developed a Congestion Management System (CMS) for the Atlanta region. Within the CMS, roadways are identified for congestion monitoring, evaluation, and identification of improvements to alleviate congestion. Five roadways in Acworth are included in the CMS. Table 7.2.3 lists the CMS facilities and identifies the reason for inclusion in the CMS.

**Table 7.2.3: ARC Congestion Management System Facilities**

Roadway	From/To	Reasons for Inclusion in the CMS
Lake Acworth Dr.	Cobb Pkwy to Main St.	Heavy Peak Period Volumes
Mars Hill Rd.	Dallas Hwy to Cobb Pkwy.	Heavy Peak Period Volumes
Old U.S. 41	Acworth City Limits to Cobb Pkwy.	Heavy Peak Period Volumes
SR 3 / US 41 / Cobb Pkwy.	SR 92 / Dallas Acworth Hwy. to Fulton County Line	Heavy Peak Period Volumes, Heavy Cross-Street Traffic, Heavy Turn Volumes, Too Many Driveways
SR 92 / Lake Acworth Rd.	SR 293 / Main St. (Acworth) to Cowan Rd.	Heavy Peak Period Volumes

Source: Atlanta Regional Commission, Congestion Management System, 2004

### 7.2.4 Signalized Intersections

The City has 18 signalized intersections either within or along its borders. All of the signals within the City are maintained by either the Cobb County Department of Transportation or Georgia Department of Transportation (GDOT). Signal locations are presented in Map 4.

Signal improvements are being planned at the intersections of:

- McEver Road and Main Street (Old Highway 41); and
- Nance Road and Main Street (Old Highway 41).

A new signal will be placed at the intersection of Acworth Due West Road and Grand Oaks Drive that we be provided by a developer of a new subdivision planned to the west of the Acworth Due West Road.

## **7.2.5 Connectivity**

Street connectivity is a measure that is critical to analyzing the possibility of re-routing traffic to relieve pressures on severely overburdened facilities. In a nutshell, street connectivity is a measure of the number of parallel facilities in an area that allow for multiple routing options. To determine street connectivity within the City, an inventory of streets with more than one end point was taken.

Overall, Acworth has good connectivity in specific sectors of the town, notably the central downtown sector. However, the peripheral areas, particularly to the south of Lake Acworth, have severe limitations in this regard. Furthermore, the newly developed residential areas in the northeast and southeast offer virtually no through routes. As a proportion of the street network, roughly half of the streets in Acworth do not offer connectivity. This lack is a contributing factor to through traffic being funneled onto the main routes such as SR 92, Old Highway 41 and US 41.

## **7.2.6 Roadway Safety**

To evaluate roadway safety, vehicle crashes, including those between vehicles and pedestrians or bicyclists, were examined for a period of 2001 through 2004 using the GDOT crash database for roadway facilities within Acworth. Map 8 (Atlas of Maps) identifies the locations of vehicle-to-vehicle crashes over the four-year period. During this period, a total of 1289 crashes occurred, an average of 322 crashes per year. As is shown, high numbers of vehicle crashes occurred on US 41, SR 92, and Main Street. For vehicular crashes, normalized crash rates were calculated for each facility based on its functional classification. City roadway crash rates were compared against the county-wide crash rate averages. To identify areas in need of additional investigation, locations were flagged when the crash rate at the location exceeded one standard deviation from the county-wide average. Map 9 shows potential locations for additional safety evaluation based on this assessment.

To evaluate the level of conflict between vehicles and pedestrians or bicyclists, locations of pedestrian and bicyclist crashes, injuries, and fatalities were identified. For the period of 2001 to 2004, 8 vehicular crashes involved a pedestrian or bicyclist, accounting for 0.6 percent of all crashes in the City. Of the 8 crashes, none involved a fatality, 6 involved an injury, and 2 resulted in no injury. Due to the very low number of incidents over the four-year period, normalized injury and fatality rates for bicyclists and pedestrians were not computed. The location of pedestrian/vehicle and bicycle/vehicle crashes, injuries, and fatalities is shown in Map 10 (Atlas of Maps).

## **7.3 Alternative Modes and Travel Characteristics**

### **7.3.1 Transit**

Availability and access to transit in Acworth is provided by the Georgia Regional Transportation Authority (GRTA) and Cobb Community Transit (CCT). The transit connection to the City of Acworth is provided from the park and ride facility located at 6045 Lake Acworth Drive near the interchange of SR 92 and Interstate 75, which is just north of the city limits. Transit service routes within the jurisdiction of Acworth are shown in Map 11 (Atlas of Maps). Table 7.3.1 lists the transit services by operator, type, and service parameters that serve Acworth.

**Table 7.3.1: Existing Transit Service in the City of Acworth**

System Operator	Service/Name	Description	Days/Hours of Service	Service Frequency
CCT	102 - Acworth Park & Ride to Arts Center	Express Service Connecting Acworth P&R to Arts Center MARTA Station in Midtown Atlanta; Peak Hours Only	Weekdays 5:30 am to 7:05 pm	30 minutes
CCT/GRTA	480 - Acworth Park & Ride to Downtown	Express Service Connecting Acworth P&R to downtown Atlanta; Peak Hours Only	Weekdays 5:40 am to 7:48 pm	30 minutes

Source: Cobb Community Transit, Georgia Regional Transportation Authority

Pursuant to information provided by the CCT, the most recent (2006) ridership numbers for the routes in Acworth are as follows:

- Route 102 carries approximately 7,032 unlinked passengers per month.
- Route 480 carries approximately 5,698 unlinked passengers per month.

CCT conducted a Transit Development Plan (TDP) in 2005-2006 in which bus stop conditions were inventoried throughout the county. Although individual cities were not specifically examined, some general notes on bus stops and signage were listed. The findings are:

- There are 724 bus stops
- 30 stops have no registered activity in the ride check and were not used for this analysis
- 114 stops have no sign posted but 111 of these are at shelter locations
- Only 3 locations have no sign or shelter
- CCT plans to place shelters at all locations with over 25 daily boardings
- CCT plans to place benches at all locations with 10-25 daily boardings
- There are 348 shelters at stops
- 339 of the shelters have benches
- 208 of the shelters have lighting
- 343 of the shelters have trash receptacles
- 49 stop without shelters have trash receptacles

The TDP also conducted a survey to determine ridership characteristics of its passengers. Again, the cities in Cobb were not individually examined but some general notes on ridership demographics were assembled and include the following:

- Most common home origins were Marietta, Atlanta, Smyrna, Kennesaw
- 18% of the weekday ridership and 15% of the Saturday ridership transfer from other systems to CCT
- On any given day 5% of the CCT riders are using transit for the first time
- The most common trip purpose is home to work (35% local, 50% Express)
- The second most common trip purpose is work to home (20% local 39% express)
- The majority of local riders ride 5 or more days per week (58%)
- The majority of Express riders ride 5 or more days per week (81%)
- The most common requests for new service were: Service to Lindbergh Station, from Cumberland Mall to the MARTA north line, along Terrill Mill Road, and along Powder Springs Road.

There are several planned improvements for transit service in the Acworth area. They are:

- Extend the Route 40 from Kennesaw State University to downtown Kennesaw and Acworth
- Create new Route 80A from Marietta Transfer Center to downtown Kennesaw and then down Old US 41 to the western end of the Acworth downtown
- Create new Route 80B from Marietta Transfer Center to downtown Kennesaw and Acworth and then down Old US 41 to the Acworth Park and Ride Lot via Lake Acworth Drive
- Create new Route 80C from Marietta Transfer Center to downtown Kennesaw and Acworth and then down US 41 to the Acworth Park and Ride Lot via Lake Acworth Drive
- Introduce complementary paratransit service wherever new routes are implemented.

It should be noted that the TDP, from which the list of improvements above were generated, had not been formally adopted as of July 2006.

GRTA is also undertaking the Northwest Connectivity Study to improve transportation connections among activity centers within the corridor, including Midtown Atlanta on the south, the Cumberland/Galleria area, and Town Center on the north. Several options are being explored such as highway solutions (including HOV lanes), express buses and bus rapid transit, commuter rail, monorail, light rail transit, and heavy rail transit. The findings and implementation plan resulting from this study will likely have a profound impact on future transit enhancements in and around in the City of Acworth.

### **7.3.2 Pedestrian Facilities**

The primary pedestrian facility infrastructure in Acworth is sidewalks. Other elements also contribute to a pedestrian environment including the provision of well-defined crosswalks, pedestrian actuated traffic signals, and compact development patterns. The existing sidewalk network is shown in Map 12 (Atlas of Maps). Although some roadways in Acworth have sidewalks, there is not a continual network of sidewalks throughout the City. As shown in the map, sidewalks serve a good number of the major activity areas in the City, including City facilities, schools, and some employment and shopping areas.

Acworth's pedestrian network appears to be safe. Information for the GDOT Crash database for 2001 – 2004 show that there were only 7 crashes involving pedestrians during this time period, none of which were fatal (Map 10). Based on the locations of these crashes, it appears that pedestrian signals may be necessary at the intersections of Main Street and Old McEver Road, and SR 92 and Cherokee Road NW. Additionally, as more sidewalks are built along SR 92, it may be necessary to install a pedestrian signal at the intersection of Main Street and SR 92.

To further pedestrian accessibility, the City has enacted a sidewalk ordinance which requires all new development requiring a development or building permit to provide a sidewalk adjacent to any public street along the entire lot frontage and to connect any onsite pedestrian and perimeter pedestrian systems. This ordinance will assist in filling out the City's sidewalk network as properties are developed and redeveloped. In addition to this ordinance, the City's 2001 LCI Study identified dead-end sidewalk routes and missing links in the City's sidewalk network and provided an extensive program for filling in the gaps. In the past few years the City has accomplished a number of the sidewalk projects recommended in the LCI study and it has additional projects planned. These projects are listed in Table 7.3.2.

**Table 7.3.2: Programmed Pedestrian Improvements in the City of Acworth**

Project Type	Project Description	Project Location
SPLOST	Install Sidewalk	Baker Grove Road from Baker Road to Existing Sidewalk
SPLOST	Install Sidewalk	Kennworth Drive from Main Street to Parking Lot
RTP	Downtown Parking, Paving and Pedestrian Connections	Various locations

### 7.3.3 Bicycle Travel

In Acworth, there are currently no dedicated major facilities – either off-street trails or in-street bicycle lanes – available, with the exception of two fragmented segments of trails just north of the downtown and the first link of the Lake Acworth Trail. While the City has not adopted a formal bicycle plan, City officials have expressed a desire to develop a trail system to provide better linkage between its downtown, green spaces, and park system. There are also long range initiatives to develop a trail to encircle all of Lake Acworth. Furthermore, a Proctor Creek Trail is also proposed to connect Lake Acworth with downtown Kennesaw and the Noonday Creek Trail via Kennesaw State University.

Bicycling is permitted on all major streets, but the suitability of bicycling within the City varies greatly. Both the ARC and Cobb County have assessed bicycle suitability of major roadways within Cobb County. The results of this assessment are shown on Map 13 (Atlas of Maps). The bicycle suitability evaluation performed by ARC in 2003 indicated the following roads had the best conditions for bicycling in jurisdiction: Dixie Avenue, Lakewood Drive, Acworth Industrial Boulevard and Spring Meadow Drive. Roads identified as having “medium conditions” for bicycling include Southside Drive, Cowan Street and Baker Road. Three roads were identified as having difficult conditions for bicycling: North Main Street, Lake Acworth Drive and Bartow Road.

### 7.4 Parking

The parking inventory shows a variety of public-accessible parking facilities serving selected areas of the City. Public parking facilities include also off-street lots although on-street parking is provided on selected streets in the downtown areas and surrounding neighborhoods. The US 41 corridor has five public parking facilities separated by less than one mile from each other. The Acworth Sports Complex, located near Shady Oak Drive, has one large parking facility located in proximity to Acworth Industrial Drive. Another relatively large public parking facility at Logan Farm Park serves the areas around Terrace Drive. Map 14 (Atlas of Maps) presents the parking inventory within Acworth.

### 7.5 Freight

The Surface Transportation Assistance Act (STAA) of 1982 was passed to allow large trucks to operate on Interstates and certain primary roadways, called collectively the National Network. The City is served by Interstate Highway 75 and US 41, which both are designated as STAA routes. Lake Acworth Drive and Cherokee Road also have the STAA designation. The railroad serves the east-west corridor running parallel to Southside Drive and is currently operated by CSX. Industrial land uses are a major generator of freight traffic. These areas are located in close proximity to the

railroad corridor, primarily on Industrial Drive and Industrial Center Lane. Major truck routes and industrial traffic generators are depicted in Map 15 (Atlas of Maps).

## 7.6 Seaports, Harbors, and Air Terminals

There are no air terminals located within the City of Acworth. The nearest air terminals to the City of Acworth are: Hartsfield-Jackson International Airport in Atlanta, the major commercial carrier location in the region; Dobbins Naval Air Station near Marietta, a facility used exclusively for military purposes; and McCollum Field located near Kennesaw, the Cobb County airport. With a runway of 6,000 feet in length, McCollum Field has transitioned from a recreational airport to a business class airport in recent years and hosts nearly 350 takeoffs and landings each day. Approximately 400 aircraft are based at the airport and it supports a staff of 185 employees.

No seaports or harbors exist within the City of Acworth.

## 7.7 Current Studies and Projects

A number of transportation planning studies have recently been completed or are underway that will impact Acworth. The recently completed *ARC Mobility 2030* long range transportation plan, with its accompanying *Transportation Improvement Program (TIP)*, identifies short range improvements for the Acworth area. TIP projects are shown in Map 16 (Atlas of Maps) and listed in Table 7.7a. Local projects in Acworth include a widening of SR 92, roadway operational upgrades on several local streets, and implementation of recommendations from the Acworth Livable Centers Initiative (LCI) study.

**Table 7.7a: FY 2006-2011 Transportation Improvement Program Projects**

ARC Project Number	GDOT PI Number	Project Name, Description and Location	Project Type	Sponsor	Jurisdiction	Length (miles)
CO-301	0006862	SR 92 from US 41 to Cowan Road at I-75 North	Roadway Capacity	GDOT	Cobb County	3.86
CO-302	0006863	Nance Road from US 41 to SR 293 (Main Street)	Roadway Operations	Cobb County	Cobb County	1.4
CO-304	N/A	Downtown Acworth Railroad Crossing Improvements	Roadway Operations	City of Acworth	Cobb County	N/A
CO-311	731865-	SR 92 at Proctor Creek	Bridge Capacity	GDOT	Cobb County	N/A
CO-325	0004404	SR 176 from Old Stilesboro Road to Corner Road	Roadway Operations	GRTA	Cobb County	N/A
CO-AR-292	0006262	Downtown Parking, Paving and Pedestrian Connections	LCI Program	City of Acworth	Cobb County	N/A

Source: Atlanta Regional Commission, FY 2006-2011 Transportation Improvement Program Project List

In addition to the Regional Transportation Plan, Cobb County voters recently approved a special-purpose local option sales tax (SPLOST) that will fund a series of transportation projects around the county, and the resulting Capital Improvement Projects (CIP) program is currently being implemented. Specific projects in the Acworth to be funded by the SPLOST are listed in Table 7.7b.

**Table 7.7b: SPLOST Projects**

<b>Project Type</b>	<b>Location</b>	<b>Description</b>
Roadway Safety & Operations	Academy Street from Main Street to Dallas Street	Safety and Operational Improvements
Roadway Safety & Operations	Acworth Due West Road from Nance Road to Burnt Hickory Road	Safety and Operational Improvements (Intersection improvements)
Sidewalk	Baker Grove Road from Baker Road to Existing Sidewalk	Install Sidewalk
Roadway Safety & Operations	Dallas Street from Main Street to Academy Street	Safety and Operational Improvements
Sidewalk	Kennworth Drive from Main Street to Parking Lot	Install Sidewalk
Roadway Safety & Operations	Main Street from SR 92 to Bartow County line	Safety and Operational Improvements
Roadway Safety & Operations	McLain Circle from Northside Drive to Southside Drive	Safety and Operational Improvements
Roadway Safety & Operations	Nance Road (CO-302) from Acworth Due West Road to Old Highway 41/ Main Street	Safety and Operational Improvements (Bridge over Butler Creek)
Roadway Safety & Operations	Old McEver Road from Main Street to New McEver Road	Safety and Operational Improvements (Curb and Gutter)
Roadway Safety & Operations	School Street from School Street to Cherokee Street	Safety and Operational Improvements
Roadway Safety & Operations	Senator Russell Avenue from Dallas Street to Academy Street	Safety and Operational Improvements
Thoroughfare	SR 92 (CO-301) from Cobb Parkway to Cowan Road	Widen to 4 lane divided

Aside from RTP/TIP and SPLOST implementation processes, there are several other ongoing planning efforts that affect the City of Acworth. The City of Acworth Livable Centers Initiative (LCI) project (2001) focused upon development of implementation programs that encourage complementary transportation, land use and urban design solutions. The Acworth LCI has led to just under \$650,000 in construction funding for implementation of recommended improvements.

The City of Acworth Transportation Study (1998) led to the development multimodal (roadway, transit, bicycle and pedestrian) improvement recommendations in addition to design guidelines including street typical cross-sections. With regard to transit planning, Cobb Community Transit recently completed a major countywide transit planning study, and Cobb County is also a partner in the development of a regional smartcard-based fare system (the MARTA-led "Breeze Card" initiative). The Northwest Corridor station area planning process is considering land-use opportunities for the areas surrounding several proposed bus facilities along I-75. The study area for the Northwest Corridor project includes Acworth; however, the proposed terminus for the HOV lanes is to the south of Acworth at Wade Green Road. Finally, as part of the Cobb CTP, the Cobb-Paulding working group will work to address specific issues and synergy between the two counties and specific jurisdictions including Acworth.

## **7.8 Human - Transportation Interactions**

The U.S. Census Bureau collects socioeconomic and other data that can be reviewed to help determine potential transportation needs as well as understand area travel patterns. Demographic characteristics illustrate the planning context in which the transportation system operates.

Acworth is one of six cities in Cobb County. The City had a 2000 population of 13,422, representing 2.2 percent of the county's population. The 2004 population estimate is 18,308, representing a growth rate of 36 percent since 2000. Population density is an important consideration in transportation planning, particularly when examining alternatives to the automobile. The greater the density, the better-suited the area is to more intensive transit and bicycle/pedestrian infrastructure. At 3.0 persons per acre, the City has approximately the same population density than the county as a whole (3.1 persons per acre). However, the City has fewer households per acre at 0.9 than county-wide (1.1 households per acre).

Selected demographic characteristics of Acworth are shown in Tables 7.8a and 7.8b. These characteristics are presented because they help identify population groups that may have a greater tendency to use or need transit or non-motorized modes. As shown in Table 7.8a, Acworth has a somewhat less diverse population than the county, region or state. Of those who consider themselves one race, 79.7 percent identified themselves as white, 12.6 percent as black or African American, 2.3 percent as Asian, and 3.4 percent as some other race. The percent of persons identifying themselves as having Hispanic or Latino origin was 6.0 percent.

Major trip attractors and generators in and around Acworth include Lake Allatoona, Lake Acworth and the commercial land uses along US 41.

**Table 7.8a: Demographic Characteristics Comparison, Race and Ethnicity, 2000**

Geographic Area	Population	Percent Identifying as One Race				Two or More Races	Percent Hispanic or Latino
		White	Black	Asian	Other Race		
Acworth	13,422	79.7%	12.6%	2.3%	3.4%	2.0%	6.0%
Cobb	607,751	72.3%	18.6%	3.0%	4.0%	2.1%	7.7%
10-County ARC Region	3,429,379	58.8%	32.1%	3.8%	3.5%	1.8%	7.3%
Georgia	8,186,453	65.1%	28.7%	2.1%	2.8%	1.4%	5.3%

Source: U.S. Census Bureau, 2000

As shown in Table 7.8b, a greater proportion of persons in Acworth live below poverty (8.3 percent) and a greater proportion of households are lacking vehicles (5.0 percent) than found in the county, though the proportions are lower than those found at the region or state levels. There are slightly fewer persons age 65 and older (7.2 percent) and persons age 15 to 19 (5.2 percent) living in the City than is found in the county or region.

**Table 7.8b: Demographic Characteristics Comparison, Income and Age, 2000**

Geographic Area	Total		Percent			
	Population	Households	Persons below poverty	Persons Age 65+	Persons Age 15-19	Households without vehicles
Acworth	13,422	5,218	8.3%	7.2%	5.2%	5.0%
Cobb	607,751	227,487	6.5%	6.9%	6.5%	3.8%
10-County ARC Region	3,429,379	1,261,894	9.5%	7.3%	6.8%	7.7%
Georgia	8,186,453	3,006,369	13.0%	9.6%	7.3%	8.3%

Source: U.S. Census Bureau, 2000

A number of factors related to commuting patterns can be evaluated using Census data. The data indicate how people are getting to work, where they are working, and how long it takes to travel between home and work on an average day. Table 7.8c shows how residents living in Acworth get to work, compared against the county, region and state. The data show that about 85 percent of Acworth commuters rely on the single-occupant vehicle to get to work. The percentage of commuters carpooling (12.1 percent) is similar to that which is typical in the county and slightly lower than the region and state figures. Very few persons commute to work using public transit in Acworth (0.3 percent), and the proportion of persons walking to work within the City is also very low, at 0.6 percent. However, it is important to note that these figures, derived from the 2000 Census, may have changed due to the placement of the park-n-ride facility to the north of the City.

**Table 7.8c: Manner of Commute Comparison, 2000**

Geographic Area	Number of Workers Age 16 and Over	Percent of Commuters					
		Drive Alone	Carpool	Public Transit	Walk	Other	Work at Home
Acworth	7,099	85.0%	12.1%	0.3%	0.6%	0.4%	1.7%
Cobb	325,412	80.8%	12.0%	1.3%	1.0%	0.9%	4.1%
ARC 10-County Region	1,733,135	76.4%	13.5%	4.3%	1.3%	1.0%	3.6%
Georgia	3,832,803	77.5%	14.5%	2.3%	1.7%	1.1%	2.8%

Source: U.S. Census Bureau, 2000

Table 7.8d shows a comparison of Acworth to the county and state for identifying where City residents work. The data give some indication of travel patterns within the City. A majority of residents work outside of the City, while most remain within the county. Specifically, nearly 90 percent of Acworth residents work outside of the City, but only 40 percent commute outside of Cobb County to work.

**Table 7.8d: Location of Work, 2000**

Geographic Area	Number of Workers Age 16 and Over	Work in City of Residence		Work in County of Residence	
		Number	Percent	Number	Percent
Acworth	7,099	764	10.8%	4,184	58.9%
Cobb	325,412	18,268	5.6%	179,750	55.2%
Georgia	3,832,803	717,187	18.7%	2,240,758	58.5%

Source: U.S. Census Bureau, 2000

The amount of time it takes for persons living in Acworth to commute to their jobs is shown in Table 7.8e, compared to the county and state. In general, Acworth commuters have longer commutes than what is typical at the county and state levels. In particular, a significantly greater proportion of Acworth commuters require more than 30 minutes to commute to their jobs (60.2 percent) than county-wide (51.7 percent) or statewide (39.5 percent). This data indicates a greater jobs-housing imbalance for Acworth compared with the overall County.

**Table 7.8e: Travel Time to Work, 2000**

Geographic Area	Number of Commuters Age 16 and Over	< 10 Minutes	10 to 19 Minutes	20 to 29 Minutes	30 to 44 Minutes	45 to 60 Minutes	> 60 Minutes
Acworth	6,980	8.0%	17.5%	14.4%	24.2%	14.5%	21.5%
Cobb	312,177	7.8%	21.5%	19.0%	27.2%	13.6%	10.9%
Georgia	3,723,817	11.5%	29.3%	19.6%	20.9%	9.3%	9.3%

Source: U.S. Census Bureau, 2000

## 7.9 Land Use - Transportation Interactions

The land use pattern in Acworth is fairly supportive of multi-modal transportation choices. Acworth has a downtown core which includes many commercial, industrial and institutional uses adjacent to historic residential neighborhoods and close to many recreational amenities. The close proximity of a diverse array of land uses and the existing network of sidewalks in the historic core allow a high level of pedestrian access. The City's sidewalk network also connects to many schools and parks and recreation amenities. While there are not extensive pedestrian connections from many of the City's residential subdivisions to one another and to the historic core, many of these routes are suitable for bicycle connections.

Although residential densities are low to moderate in most of the City and may not support local transit (a feasibility study has not been conducted), regional transit service is available. The residential nature of the City and concentration of commuters in the area has provided support for local connections to regional (CCT/GRTA) bus services.

In addition to a good basic pattern of land uses and a core grid-pattern street network, the preservation and further development of multi-modal transportation options are supported by Acworth's zoning and development ordinances. The City's 2001 LCI plan for the downtown core included many recommendations for land use and zoning changes which would create a vibrant

street environment by filling in the downtown with compatible land uses, making it desirable to stroll along the City's streets. The City has implemented many of these recommendations and is continuing to do so by coordinating the LCI study with its current Comprehensive Plan update.

The City's zoning ordinance reinforces a multi-modal transportation network in a number of ways. All new developments are required to not only provide sidewalks but to also provide pedestrian connections with neighboring parcels and out parcels. In many zoning districts 30 percent of the required parking spaces are required to be located to the side or rear of buildings and the City's regulations allow for reductions in required parking when developments provide connections to adjacent parking areas. Pedestrian orientation of buildings is somewhat supported by Acworth's ordinances; in the Neighborhood Commercial (C-1) and Mixed Use (MXD) districts front setbacks of 10 feet are permitted, additionally all buildings are required to provide at least one pedestrian-oriented entry point.

### **7.10 Transportation Conclusions**

The City of Acworth is characterized by a strong orientation toward single-occupant vehicle commuting, with only 15 percent of workers relying on alternative modes (including carpooling and telecommuting). However, the community has the advantage of a completed Livable Centers Initiative process (study year 2001) that has helped to guide development of the City and encourage a transition toward walkable, mixed-use development in the core of the community. A key objective for the City will be coordinating the transportation-related recommendations of the LCI study and other ongoing planning efforts with the transportation planning process at the county level. This will include integrating the various sets of projects that have already been identified through the RTP/TIP, SPLOST, and LCI processes into a unified and cohesive program that reflects clearly-defined community goals. Another consideration is the need to coordinate the transportation planning process in Acworth with that of any neighboring communities, in particular the immediately adjacent City of Kennesaw.



**City of Acworth  
Comprehensive Plan 2006-2026**

***Community Participation  
Program***

Prepared for:  
**The City of Acworth**  
Acworth, Georgia



**MACTEC Engineering and Consulting, Inc.**  
Kennesaw, Georgia  
August 2006



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## **1.0 Introduction**

### *1.1 Purpose*

The purpose of the Community Participation Program is to ensure that the City of Acworth Comprehensive Plan reflects the full range of the community's values and desires, by involving a diverse spectrum of stakeholders in development of the Community Agenda. This broad-based participation will help ensure that the plan is implemented because many are involved in its development and thereby become committed to seeing it through. The Community Participation Program provides a concise schedule to guide the development of the Community Agenda, including planned community participation events or meetings at key points during the process. This document includes three required steps described in sections below:

- Identification of Stakeholders
- Identification of Participation Techniques
- Schedule for Completion of the Community Agenda

### *1.2 Scope*

State law requires the City of Acworth to update its Comprehensive Plan by June 30, 2007. As prescribed by the Georgia Department of Community Affairs (DCA), the update of the Comprehensive Plan follows the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005.

The following sections describe how Acworth plans to involve the public in the creation of the Community Agenda.

## **2.0 Identification and Participation of Stakeholders**

It is important to incorporate checks and balances as well as coordination and oversight into a project of this importance. This approach assures quality throughout the process. The checks and balances and oversight is being provided through the involvement of City officials and citizen stakeholders including the Acworth Board of Aldermen, the Comprehensive Plan Steering Committee, City departments and other Acworth organizations. Groups participating as stakeholders are listed below.

### **2.1 City of Acworth Board of Aldermen**

- Tommy Allegood, Mayor
- Butch Price, Council Post 1
- Doug Allen, Council Post 2
- Bob Weatherford, Council Post 3
- Tim Richardson, Council Post 4
- Tim Houston, Council Post 5



## 2.2 City of Acworth Steering Committee

- Abbie Parks Tourism
- Annette Frederick Downtown Merchants Association (Buzz & Brew)
- Ben Flanagan Planning and Zoning Commission
- Beth Watson Tree Commission
- Brett North Planning and Zoning Commission
- Butch Price Alderman
- Darlene Knight Downtown Development Authority
- Doug McKittrick Downtown Development Authority
- Jeff Glover Acworth Business Association
- Jim Mize Historic Preservation Commission
- Keith McPherson Tourism
- Liz Miller Historic Preservation Commission
- Lou Oswald Lake Authority
- Marty Richardson Housing Authority
- Rhonda Newton ABA (Georgia State Bank)
- Scott Evans Lake Authority
- Shana Gould Downtown Merchants Association (Divas & Dames)
- Shirley Walker Tree Commission
- Tim Houston Alderman
- Toby Carmichael Planning and Zoning Commission
- Tommy Allegood Mayor

## 2.3 City of Acworth Participating Staff and Departments

- Brian Bulthuis City manager
- James Albright Director of Parks and Recreation
- Jeremy Hayes Asst City manager
- Mark Hipp Director of Public Works
- Michael Wilkie Chief of Police

## 2.4 The City of Acworth Boards and Commissions

- Acworth Business Association
- Acworth Planning and Zoning Commission
- Acworth Downtown Development Authority
- Convention and Visitors Bureau
- Historic Preservation Commission
- Planning and Zoning Commission
- Tree Commission



## **3.0 Identification of Participation Techniques**

### **3.1 Stakeholder Participation**

A meeting was held with the Steering Committee on May 30, 2006. Small group interviews were conducted with Directors and Managers from City departments during June, 2006.

Additional stakeholder interviews will be conducted as required to identify or clarify issues and opportunities in order to receive a thorough understanding of public opinions, ideas and concerns.

### **3.2 Outreach**

A variety of techniques will be used to get the information out to participants:

**1) Website.** The City website, <http://www.acworth.org>, will be used to display press releases, the Community Assessment, Participation Program and Agenda as well as other information pertaining to the project.

**2) Organizational E-mail Lists.** The various City organizations and officials mentioned previously have contact lists that will be utilized to supply a network of outlets for distribution of meeting notices via e-mail. The same network may be used to coordinate the posting of notifications in public spaces.

**3) Signage.** Acworth will also use the large, electronic sign board at Cowan Road and Main Street to advertise public meetings. Promotional signage along major thoroughfares and intersections will also help to notify the public.

**4) Newspapers.** Notices will also be listed in the *Northside News*, *Around Acworth* and the *Marietta Daily Journal* newspapers which are distributed throughout the City and Cobb County.

### **3.3 Public Meetings for the Community Assessment, the Community Participation Program and the Community Agenda.**

A public hearing before the Mayor and Board of Aldermen was held on June 19, 2006 to review the Issues and Opportunities findings of the Community Assessment and to brief the public on the Community Participation Program. Upon public review and approval, the Community Assessment and Community Participation Program will be transmitted to the Atlanta Regional Commission (ARC) for regional and state review.

The 2006 Comprehensive Plan Community Agenda will be presented at a public meeting before the Board of Aldermen. The public will have one final opportunity to comment on the plan before the plan is transmitted to the ARC for review. Due to an extensive coordination effort with the Cobb County Comprehensive Transportation Plan, the tentative date for this approval hearing will be scheduled between November 1, 2006 and January 31, 2007.



### **3.4 Visioning workshop**

A Visioning Workshop will be held between September 1st and October 31<sup>st</sup> 2006. The consultant will coordinate the citizen participation process with assistance from the City. The Community Agenda process will comprise the following steps:

- Identify the community's wants and needs.
- Refine the existing vision statement, if applicable
- Develop several scenarios to direct future growth and development.

The end product will consist of maps, drawings, a report and a list of action items for the City to consider for future enhancements. Elements of the end product may include:

- A description of the strengths and weaknesses of the Community Agenda
- The issues and opportunities that confront the implementation of the Community Agenda
- The vision for the quality of life the stakeholders and participants desire 20 years from now.
- The identification of benchmarks that may be used to indicate the progress or success of the Community Agenda (such as items for Short Term Work Program).

### **3.5 Cobb County Comprehensive Transportation Plan**

Cobb County and its six municipalities have launched a comprehensive planning study of transportation needs and challenges. Beginning with a review of existing conditions and projected future demands, the study team will also assess land use and transportation relationships throughout the county. The study will investigate alternative ways to ensure the efficient movement of people and goods over the next twenty-five years. The planning study will examine peer county systems and plans in other regions of the United States, conduct multimodal technical analyses, build and test scenarios involving various land use schemes as well as all modes of transportation. Modes studied will include all systems from roads to pedestrian and bicycle paths to mass transit and freight movement alternatives. Financial options, impact analyses and draft development plans will be studied to arrive at recommendations for the future- all with full public participation and review.

Findings and recommendations from the CTP will be included in Acworth's Comprehensive Plan.

The Study Team has developed and implemented a comprehensive community participation program that will be carefully coordinated with outreach activities being conducted by the County and Acworth so as to minimize duplication and overburdening citizens. The Program includes a broadly representative Stakeholder Coordinating Committee appointed by the County Commission and the City Councils. The Committee will work with the Study Team on an ongoing basis providing guidance in a number of areas, particularly in the area of public outreach.

Various communication tools and methodologies will be used to reach out to the public, including newsletters, project website and e-mail, news media, public meetings, small group briefings and interviews. The Study Team will make every effort to reach and involve every segment of the population.



Public meetings were held on April 12, 2006 and August 17, 2006 to discuss current Issues, Opportunities, and Visioning for Acworth in 2030. All remarks and discussions were recorded by the CTP consultant team and are available on the CTP website at <http://www.cobbdot.org/ctp>.

Additional public involvement meetings will be held in the Fall of 2006 and Winter of 2007. Actual dates will be posted using the various means stated above.

Comments and questions pertaining to Acworth transportation issues or the CTP may be forwarded to the CTP project manager by the following means:

Laraine A. Vance  
Project Manager  
Cobb County Department of Transportation  
1890 County Services Parkway  
Marietta, Georgia 30008  
(770) 528-1679 Tel  
(770) 528-1601 Fax  
email: [transportation@cobbcounty.org](mailto:transportation@cobbcounty.org)  
<http://www.cobbdot.org/ctp>

## 4.0 Schedule for Completion of the Community Agenda

Below is a summary of milestones that follow the schedule for completion of the Comprehensive Plan Update. Upcoming milestones in this schedule include:

- **Public Hearing for Transmittal approval of the Community Assessment and Community Participation Program -Board of Aldermen**  
June 19th, 2006
- **Public Visioning Workshop**  
September 1 - October 31, 2006
- **Public Hearing for Transmittal of the Community Agenda – Board of Aldermen**  
November 1, 2006 – January 31, 2007
- **Plan submittal to Atlanta Regional Commission**  
January- February 2007
- **Local Adoption of the Community Agenda**  
February – April 2007