

LUMPKIN COUNTY
COMPREHENSIVE PLAN
2004-2025

October 14, 2005

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CHAPTER ONE

INTRODUCTION AND OVERVIEW

Historical Basis for Planning

In 1980 the Georgia Mountains Area Planning and Development Commission prepared a Comprehensive Land Use, Housing and Development Plan for Lumpkin County, Georgia. This comprehensive plan provided detailed analysis of factors influencing existing and future development within the County, including population, economy, land use, housing, community facilities, and natural resources. The 1980 comprehensive plan served as a principal source in the preparation of this land use plan, and elements of the 1980 plan that are still relevant today have been retained in this plan.

The 1980s have been a decade of considerable growth for Lumpkin County, the Georgia Mountains region, and the State of Georgia. The rural character of the County and region is beginning to experience a transformation to a more urban/suburban county and region, and issues such as uncontrolled urban development, environmental protection and historic preservation have intensified the need for a plan to guide future growth and development in the County.

In addition to the local needs for a Countywide planning effort, 1989 state legislation established a framework for coordinated planning between the State of Georgia, Regional Development Centers, and Local Governments. To qualify for future grants-in-aid from the State of Georgia, a local government is expected to prepare and adopt a comprehensive plan.

In 1989, the Lumpkin County Commissioner contracted with the Georgia Mountains RDC to prepare one element of the comprehensive plan: land use. The resulting land use plan, which was not officially adopted, was prepared without the benefit of state adopted minimum planning standards. Furthermore, minimum planning standards relative to land use classifications were subsequently amended by the Georgia Board of Community Affairs. For these reasons, and due to the passage of nearly four years, the proposed land use plan required significant revision. Also, the land use plan needed integration and coordination with other comprehensive plan elements.

In 1993, the Lumpkin County Commissioner contracted again with the Georgia Mountains RDC to prepare a comprehensive plan including population, housing, economic development, historic resources, natural resources, land use, community facilities and implementation elements. Chapters of this plan correspond to these required planning elements.

In 2003, Lumpkin County once again sought the assistance of Georgia Mountains RDC to update the county's comprehensive plan, as required by the Georgia Department of Community Affairs.

Study Area

Lumpkin County is located in northeast Georgia and forms part of the thirteen-county Georgia Mountains Planning Region. The County lies along the southern divide of Georgia's Blue Ridge Mountains and is blessed with an abundance of beautiful mountain scenery, high quality natural resources and a very rich cultural heritage.

Lumpkin County has a land area of approximately 186,240 acres, or 291 square miles.¹ The only incorporated area within Lumpkin County is the City of Dahlonega, which encompasses an area of approximately 2,620 acres. Land within the City of Dahlonega, which has established its own planning program, is not included in this plan except in those instances where the aggregation of statistics dictate otherwise.

Citizen Participation

Prior to preparation of the plan, Lumpkin County established a Comprehensive Planning Advisory Committee to serve as a base of citizen input to the planning process. In addition to the Advisory Committee, the Lumpkin County Planning Commission was involved in the land use planning process. Public hearings have been held prior to the adoption of this comprehensive plan.

Public Participation Survey Results

Lumpkin County Survey Tabulation										
Place of Residence	Inside Dalhonega	13								
	Unincorporated Lumpkin County	96								
	Outside of Lumpkin County	6								
	Total number of surveys	115								
	Length of Residency	<table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th>1-9 yrs</th> <th>10-19 yrs</th> <th>20-29 yrs</th> <th>30+ years</th> </tr> </thead> <tbody> <tr> <td>55</td> <td>23</td> <td>16</td> <td>16</td> </tr> </tbody> </table>	1-9 yrs	10-19 yrs	20-29 yrs	30+ years	55	23	16	16
1-9 yrs	10-19 yrs	20-29 yrs	30+ years							
55	23	16	16							
Economic Development	Do you work in the County	<table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th>Yes</th> <th>No</th> </tr> </thead> <tbody> <tr> <td>52</td> <td>52</td> </tr> </tbody> </table>	Yes	No	52	52				
	Yes	No								
	52	52								
	If outside the County Where	<table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th>Forsyth</th> <th>Dawson</th> <th>White</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>3</td> <td></td> <td>5</td> </tr> </tbody> </table>	Forsyth	Dawson	White	Other	5	3		5
	Forsyth	Dawson	White	Other						
5	3		5							
Length of Commute	<table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th>>5 miles</th> <th>>20 miles</th> <th>Over 20</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table>	>5 miles	>20 miles	Over 20						
>5 miles	>20 miles	Over 20								
Is there adequate employment	<table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th>Yes</th> <th>No</th> </tr> </thead> <tbody> <tr> <td>38</td> <td>72</td> </tr> </tbody> </table>	Yes	No	38	72					
Yes	No									
38	72									
Housing	Is more affordable housing needed	<table border="1" style="width: 100%; text-align: center;"> <tbody> <tr> <td>100</td> <td>16</td> </tr> </tbody> </table>	100	16						
100	16									
Land Uses	Should junkyards be more restricted	<table border="1" style="width: 100%; text-align: center;"> <tbody> <tr> <td>102</td> <td>8</td> </tr> </tbody> </table>	102	8						
	102	8								
	More restrictive in regulating land	<table border="1" style="width: 100%; text-align: center;"> <tbody> <tr> <td>106</td> <td>13</td> </tr> </tbody> </table>	106	13						
	106	13								
	Higher density closer to the City	<table border="1" style="width: 100%; text-align: center;"> <tbody> <tr> <td>61</td> <td>23</td> </tr> </tbody> </table>	61	23						
61	23									
Would you like to see conservation sub.	<table border="1" style="width: 100%; text-align: center;"> <tbody> <tr> <td>101</td> <td>4</td> </tr> </tbody> </table>	101	4							
101	4									
Are trees adequately protected	<table border="1" style="width: 100%; text-align: center;"> <tbody> <tr> <td>40</td> <td>6</td> </tr> </tbody> </table>	40	6							
40	6									
Natrual Resources	Should natural and Agr. Be preserved	<table border="1" style="width: 100%; text-align: center;"> <tbody> <tr> <td>115</td> <td>0</td> </tr> </tbody> </table>	115	0						
	115	0								
Should the county preserve open space	<table border="1" style="width: 100%; text-align: center;"> <tbody> <tr> <td></td> <td></td> </tr> </tbody> </table>									
Community Facilities	Adequate level of education	<table border="1" style="width: 100%; text-align: center;"> <tbody> <tr> <td>69</td> <td>20</td> </tr> </tbody> </table>	69	20						
	69	20								
	Should Water & Sewer be expanded	<table border="1" style="width: 100%; text-align: center;"> <tbody> <tr> <td>33</td> <td>15</td> </tr> </tbody> </table>	33	15						
	33	15								
Infrastructure/land use coordination	<table border="1" style="width: 100%; text-align: center;"> <tbody> <tr> <td>105</td> <td>9</td> </tr> </tbody> </table>	105	9							
105	9									
Increased pedestrian linkages	<table border="1" style="width: 100%; text-align: center;"> <tbody> <tr> <td>99</td> <td>10</td> </tr> </tbody> </table>	99	10							
99	10									

The following are key issues that were identified at public meetings and survey questionnaires during the Public Involvement Process:

Greenspace/Open Space

A strong goal held by many county residents is to preserve open space in the rural areas and to protect greenspace in areas where growth is occurring before it is lost to development. Retaining view corridors, increasing recreational opportunities and keeping mountain areas pristine is extremely important to both the general quality of life of residents, but also is a large portion of the economic tax base.

Protection of Natural Resources

The County has an abundance of natural resources that should be protected, particularly to assure a high quality water supply in its streams and wells into the future. Increased attention should be paid to poor soils and the placement of septic tanks.

Protecting Agricultural Uses/Rural Character

Lumpkin County has a strong agricultural foundation based on family farms and heritage. Most of the County remains rural in character, although subdivisions are springing up in the southern part of the County and along Ga. 400. Strong protection against residential intrusion, attention to landscaping and buffering and the encouragement of innovative land use planning such as conservation subdivisions will all help preserve this character.

Discouraging Sprawl and Encouraging Preferred Land Use

Most residents see sprawl as unlimited development occurring hopscotch across the County without relationship to future development patterns, infrastructure investment, or county services. Residents want to see a more compact pattern of development focused in areas planned for growth and where the roads and county infrastructure can adequately serve the future residents, employees and customers that development brings.

Avoiding Undesirable Land Uses

Some land uses are not considered good neighbors and are undesirable, at least in areas where many people would feel their impact. Unfortunately, some of these uses are a fact of life—places to dispose of our garbage, sources of stone and asphalt to build and fix our roads. Allowing but controlling such uses as landfills and quarries is a high priority for most of the County’s residents and homebuilders.

Providing Alternatives for Affordable Housing

Ensuring that all residents of the community have access to adequate and affordable housing has become a major issue in the County as growth pressures continue to drive up the price of land. Due in part lack of infrastructure and inadequate land use planning the only alternative for affordable housing in the County currently is mobile homes. Diversification of the housing stock to include options that can provide more affordability in housing and lifestyle phasing could provide viable options to mobile homes.

Tax Equity Based on Use and encouraging a balanced tax base

There are many, many factors that go into the valuation of a property, as the taxpayers have found out through the recent reassessment. However, without any limitations imposed on the use of a property, the Tax Assessor can only assume that market forces will determine the most likely “highest and best” use, regardless of the

owner’s plans for their land. Residents would like to see a more accurate assessment of their property based on realistic uses of their land.

Survey Quotes

On Growth Management

- ⑤ “There are too many people in this County already—we need to close the doors”
 - ⑤ “No more development—Period!!”
 - ⑤ “Don’t need anymore of any kind of development!”
 - ⑤ “People are closed minded—want to stop growth and progress—Since growth is inevitable they we should be spending our energy on managing and getting what we want!”
 - ⑤ “We definitely need control—smart development that maintains our heritage while moving forward”
 - ⑤ “We should have a land use plan that is followed—no more willy nilly growth!”
- “Accept growth but guide it!”

CHAPTER TWO

POPULATION ELEMENT

This chapter briefly reviews past and current population trends in Lumpkin County. To assist in conducting proper analysis, population is broken down into various categories including age, race, household characteristics, education and income. The evaluation of each category is necessary to identify specific opportunities and constraints for future development. The analysis of these trends will assist in drawing conclusions that will form the basis for recommendations regarding economic development, housing, land use, community facilities and overall growth management.

Population Trends

Lumpkin County has experienced significant population growth over the past three decades. The largest rate of growth occurred between 1990 and 2000 during which Lumpkin County’s population increased over 44 percent from 14,573 to 21,016 persons. (Table 2-1) During the past three decades, Lumpkin County’s growth rate has averaged 34.3 percent.

**TABLE 2-1
POPULATION TRENDS, 1970-2000
LUMPKIN COUNTY**

AREA	1970	1980	1985	1990	80-90% CHANGE	1995	2000	90-00% CHANGE
Lumpkin Co.	8,728	10,762	12,211	14,573	35.4	17,435	21,016	44.2

Source: U.S. Department of Commerce, Census Bureau, Census of Population and Housing, 1970-2000.

Lumpkin County’s growth rate during the past decade was one of the highest in the area. Table 2-2 indicates that Lumpkin County’s growth rate between 1980 and 2000 was similar to area counties. Dawson County, Hall County and White County had a higher growth rate during the ten year period. It is important to note that Dawson and Forsyth Counties had the highest growth rates of all counties located in the Georgia Mountains area. This increase in population can be attributed to growth of suburban Atlanta and development surrounding Lake Lanier and along the Georgia 400 corridor. Table also reflects that Lumpkin County’s growth rate was almost double that of the state and over three times the national rate.

**TABLE 2-2
POPULATION TRENDS
LUMPKIN COUNTY AND SURROUNDING AREAS, 1990-2000**

AREA	1990 POPULATION	2000 POPULATION	GROWTH RATE (%)
Dawson County	9,429	15,999	69.7
Fannin County	15,992	19,798	23.8
Hall County	95,428	139,277	46.1
Lumpkin County	14,573	21,016	44.2
Union County	11,993	17,289	44.2
White County	13,006	19,944	53.3
Georgia	6,478,216	8,186,451	26.4
United States	248,709,873	281,421,906	13.2

Source: U.S. Census Bureau, Census of Population and Housing 1990 and 2000.

Population Projections

Population projections were calculated based on the annual growth rate of each age category between 2000 and 2025. Such projections are difficult to derive based on various factors influencing population growth. These factors include job availability, infrastructure development, birth rates, migration and the overall health of the economy. Projections indicate that the population will increase to 34,925 persons by the year 2010. (Table 2-3) This is an increase of over 13,900 persons reflecting a growth rate of 66.2 percent from 2000 to 2010. The population is projected to grow at a significant rate during the ten year period following the year 2010, but at a lower rate of just over 50 percent.

**TABLE 2-3
POPULATION PROJECTIONS, 1990-2015
LUMPKIN COUNTY**

YEAR	LUMPKIN COUNTY
2000	21,016
2001	22,167
2002	23,271
2003	24,778
2004	26,983
2005	28,510
2006	30,078
2007	31,281
2008	32,532
2009	33,713
2010	34,925
2015	42,780
2020	52,410
2025	66,661

Source: Georgia Mountains Regional Development Center, 2004.

Age of Population

As is the trend with the rest of the country, the age of Lumpkin County’s population has increased over the past three decades. Table 2-4 demonstrates that the percentage of persons 24 years of age and younger decreased while persons 25 and over increased. As the population continues to mature, the county will have to address the needs of an aging population. The age groups of 15-24 is dominated by students attending North Georgia College and State University has the highest percentage of persons in the county.

**TABLE 2-4
POPULATION BY AGE 1980-2000
LUMPKIN COUNTY**

AGE CATEGORY	1980	%	1990	%	2000	%
0-4	638	5.9	994	6.8	1,343	6.4
5-9	784	7.3	1,010	6.9	1,401	6.7
10-14	921	8.6	975	6.7	1,469	7.0
15-24	2,716	25.2	2,961	20.3	4,134	19.7
25-34	1,556	14.5	2,499	17.1	2,849	13.6
35-44	1,227	11.4	1,981	13.6	3,243	15.4
45-54	1,043	9.7	1,489	10.2	2,624	12.5
55-64	822	7.6	1,189	8.2	1,913	9.1
65-74	683	6.3	854	5.9	1,187	5.6
75-84	262	2.4	455	3.1	613	2.9
85+	110	1.0	166	1.1	240	1.1
TOTAL	10,762		14,573		21,016	

Source: 1980, 1990, 2000 figures from U.S. Census Bureau.

Projections of population based on age distribution indicate that the percentage of persons that are retirement age will increase over the next two decades. While the numbers for persons in the 15-24 age group appear to grow dramatically, the percentage the group holds will continue to decrease. It is also anticipated that the younger age groups will increase their percentage through 2025 as families move into the area due to job creation to service the growing college and retirement populations in the county.

**TABLE 2-5
PROJECTION OF POPULATION BY AGE 1990-2015
LUMPKIN COUNTY**

AGE CATEGORY	2005	2010	2015	2020	2025
0-4	1,995	2,654	3,465	4,297	5,599
5-9	1,881	2,374	2,695	3,092	4,199
10-14	1,654	1,886	2,053	2,410	3,133
15-24	4,364	5,345	6,290	7,286	8,934
25-34	4,447	4,854	5,732	6,341	7,399
35-44	3,620	4,016	4,449	4,874	5,599
45-54	2,737	3,248	4,064	4,350	5,066
55-64	2,509	3,704	5,221	6,605	9,400
65-74	2,252	3,004	3,979	6,028	8,000
75-84	2,082	2,620	3,252	4,926	6,800
85+	970	1,223	1,583	2,254	2,667
TOTAL	28,510	34,925	42,780	52,410	66,661

Source: GMRDC, 2004.

Median Age

The median age of persons in Lumpkin County has increased over the last four decades reflecting a state and national trend. (Table 2-6) However, Lumpkin County’s median age is lower than that of the state median. This fact is significant as Lumpkin is considered a rural county. The lower median age is attributed to the student population attending North Georgia College as reflected in the median age of the population in Dahlonega.

**TABLE 2-6
MEDIAN AGE OF PERSONS, 1960-2000
LUMPKIN COUNTY AND STATE OF GEORGIA**

YEAR	DAHLONEGA	LUMPKIN COUNTY	STATE OF GEORGIA
1960	N/A	22.9	25.9
1970	21.8	23.9	25.9
1980	21.5	27.1	28.6
1990	22.6	30.3	31.6
2000	22.4	32.5	33.4

Source: U.S. Census Bureau, 1960-2000.

Population by Race

In 1990, Lumpkin County had a minority population of 571 persons or 5.9 percent of the total population. The number increased to 656 or 6.0 percent by 2000. The minority population showed an increase in the black population, but a decrease in the indian, eskimo or aleutian population. The county also had 95 persons classified as asian or pacific islander and 213 persons of hispanic origin. (Table 2-7) It is interesting to not that between 1980 and 1990, the minority population in Lumpkin County decreased as a percent of the total population prior to eh increase in the recent daced. This decrease is attributed to the lower number of indian, eskimo or aleutian persons. Table 2-7 also indicates that the county saw a large increase in the other-race population. This is most like person of latino or hispanic origin that felt that they did not fit into the listed race categories in the census. This sheds some light on how the county may need to adjust some of it delivery of services so as to accommodate the needs of this growing population.

**TABLE 2-7
RACE OF POPULATION 1980-2000
DAHLONEGA AND LUMPKIN COUNTY**

RACE	DAHLONEGA				LUMPKIN COUNTY			
	1980	1990	2000	2000 %	1980	1990	2000	2000 %
White	2,618	2,873	3,272	89.9	10,170	14,002	19,760	94.0
Black	192	156	180	4.9	222	238	307	1.5
Indian, Eskimo or Aleut	0	21	16	0.4	336	237	203	1.0
Asian or Pacific Islander	29	22	30	0.8	29	45	95	0.5
Other-Race	5	14	140	3.9	5	51	376	1.8
Hispanic Origin(1)	5	109	239	6.6	5	213	728	3.5
TOTAL	2,844	3,086	3,638		10,762	14,573	21,016	

Source: U.S. Census Bureau.

1) Hispanic origin is not considered a race.

Gender of the Population

Over the past decade the distribution of male and female population has remained constant. Table 2-8 demonstrates Lumpkin County’s population distribution according to gender. According to the latest census, 50.9 percent of the population were females and 49.1 percent were males. These percentages varied only slightly from the 1990 census.

**TABLE 2-8
GENDER OF POPULATION 1990-2000
LUMPKIN COUNTY**

SEX	LUMPKIN COUNTY			
	1990	%	2000	%
Male	7,221	49.6	10,309	49.1
Female	7,352	50.4	10,707	50.9
Total	14,573	100	21,016	100

Source: U.S. Census Bureau, 1990-2000.

Household Characteristics

The majority of Lumpkin County’s population reside in households. According to the 2000 Census, 93.6 percent of the population lived in households with the remaining 6.4 percent living in group quarters. (See Table 2-9) From 1990 to 2000, there was a slight increase in the percentage of persons living in households thereby resulting in a decrease of the percentage of persons living in group quarters. The vast majority of the persons residing in group quarters were located in the City of Dahlonega. This is due to the presence of the college, Gold City Assisted Living Facility. and the county jail within the city limits.

In 2000, Lumpkin County had 7,537 households. This is an increase of 2,561 from 1990 to 2000. Of the total number of households, 5,363 (71.2%) were family households and 2,174 (28.8%) were non-family. In 1990, 77 percent of all households were family households with the other 23 percent being non-family households.

**TABLE 2-9
HOUSEHOLD AND GROUP QUARTERS POPULATION
1980 - 2000
DAHLONEGA AND LUMPKIN COUNTY**

AREA	TOTAL PERSONS IN HOUSEHOLDS			TOTAL PERSONS IN GROUP QUARTERS		
	1980	1990	2000	1980	1990	2000
Dahlonega	1,769	1,901	2,445	1,075	1,185	1,193
Lumpkin County	9,687	13,318	19,664	1,075	1,255	1,352
Lumpkin County Percent Total Population	90.0	91.4	93.6	10.0	8.6	6.4

Source: U.S. Census Bureau.

**TABLE 2-10
HOUSEHOLDS AND SELECTED HOUSEHOLD CHARACTERISTICS
1990 AND 2000
LUMPKIN COUNTY**

AREA	TOTAL HOUSEHOLDS		FAMILY HOUSEHOLDS		NON-FAMILY HOUSEHOLDS		PERSONS PER HOUSEHOLD	
	1990	2000	1990	2000	1990	2000	1990	2000
Lumpkin Co.	4,976	7,537	3,872	5,363	1,105	2,174	2.7	2.6

Source: U.S. Census Bureau.

Household size has decreased in Lumpkin County during the past decade. Table 2-11 reflects the number of households by the number of persons per household. Two person households ranked highest among all the categories making up 34.4 percent of all households. The number one person households increased substantially as well.. The decrease in the size of households is a significant trend as it could be attributed to an increase in households headed by single parents, retirees, and in Lumpkin County’s case an increase in the number of students living alone while attending college. These numbers suggest Lumpkin County may need to promote the development of one and two bedroom units to meet future housing demands.

**TABLE 2-11
HOUSEHOLDS BY NUMBER OF PERSONS
PER HOUSEHOLD, 1990 AND 2000
LUMPKIN COUNTY**

NUMBER OF PERSONS IN HOUSEHOLD	1990	%	2000	%
1 Person	962	19.3	1,663	22.1
2 Persons	1,710	33.4	2,592	34.4
3 Persons	990	19.9	1,415	18.8
4 Persons	852	17.1	1,126	14.9
5 Persons	305	6.1	480	6.4
6 Persons or more	157	3.2	256	3.4
TOTAL	4,976	100	7,537	100

Source: U.S. Census Bureau.

Household Projections

Based on past trends and anticipated population growth, the total number of households is projected to increase to 10,782 or 43 percent by the year 2010. The total number of households is projected to reach over 21,500 by the year 2025. It is projected that the average household size will decrease slightly over the next two decades, but then rise a bit by 2025.

**TABLE 2-12
PROJECTED NUMBER OF HOUSEHOLDS, 1995-2015
LUMPKIN COUNTY**

COUNTY	2005	2010	2015	2020	2025
Lumpkin County	8,343	10,782	13,800	17,419	21,588
Household Size	2.64	2.60	2.59	2.59	2.61

Source: GMRDC, 1992.

Education of the Population

In 2000, Lumpkin County had a total number of 12,665 persons who were 25 years of age or older. Of the total number, 11.2 percent had attained an education of 8 or fewer years. (Table 2-13 and 2-14) A total of 16.9 percent had 1 to 3 three years of high school, 30.4 percent had at least 4 years of high school, 23.9 percent had 1 to 3 years of college and 17.7 percent had four or more years of college. Of the surrounding counties, Fannin County had a higher percentage of persons with an eighth grade or lower education. Dawson, Union and White Counties had lower percentages than Lumpkin County. In the high school graduate category, Lumpkin County had a lower percentage than surrounding counties, but higher than the state. With the exception of Dawson County, Lumpkin has a higher percentage of persons with four plus years of college education.

**TABLE 2-13
COMPARISON OF EDUCATIONAL ATTAINMENT
PERSONS 25 YEARS AND OVER, 1990
BY PERCENTAGES**

AREA	ELEMENTARY SCHOOL (0-8)	HIGH SCHOOL (1-3)	HIGH SCHOOL (4)	COLLEGE (1-3)	COLLEGE (4+)
Dawson Co.	16.5	23.4	33.7	17.9	8.6
Fannin Co.	24.8	19.4	33.0	10.8	7.8
Lumpkin Co.	20.3	19.5	30.5	18.6	11.1
Union Co.	22.0	19.3	32.9	15.7	10.1
White Co.	18.2	18.9	30.3	19.1	13.5
State of Georgia	12.0	17.1	29.6	27.0	19.3

Source: U.S. Census Bureau, 1990.

**TABLE 2-14
COMPARISON OF EDUCATIONAL ATTAINMENT
PERSONS 25 YEARS AND OVER, 2000
BY PERCENTAGES**

AREA	ELEMENTARY SCHOOL (0-8)	HIGH SCHOOL (1-3)	HIGH SCHOOL (4)	COLLEGE (1-3)	COLLEGE (4+)
Dawson Co.	6.0	14.5	33.2	28.2	18.1
Fannin Co.	12.7	16.3	38.9	21.6	10.4
Lumpkin Co.	11.2	16.9	30.4	23.9	17.7
Union Co.	9.1	16.7	35.1	26.6	12.5
White Co.	9.0	15.0	35.1	25.4	15.4
State of Georgia	7.6	13.8	28.7	25.6	24.3

Source: U.S. Census Bureau, 2000.

Lumpkin County’s education attainment levels improved between 1990 and 2000. According to the data found in Table 2-15, 11.2 percent of persons 25 and over had only a 9th grade or less education level. This is a significant drop from 1990. In contrast, persons with high school and college education levels increased over the same period. In 2000, 41.6 percent of persons 25 and over had some type of post secondary education compared to 29.7 percent in 1990. While Lumpkin County ranks below state and national education levels, it has made significant improvement over the past few years.

**TABLE 2-15
EDUCATIONAL ATTAINMENT PERSONS 25 YEARS AND OVER, 2000
LUMPKIN COUNTY, GEORGIA, AND THE UNITED STATES**

EDUCATIONAL ATTAINMENT	LUMPKIN CO.	LUMPKIN CO. %	GEORGIA %	UNITED STATES %
Less than 9th grade	1,413	11.2	7.6	7.0
9th to 12th grade, no diploma	2,138	16.9	13.8	11.5
High School Graduate	3,849	30.4	28.7	29.6
Some College, no degree	2,380	18.8	20.4	20.5
Associate degree	651	5.1	5.2	6.5
Bachelor’s degree	1,324	10.5	16.0	16.0
Graduate or Professional degree	910	7.2	8.3	9.0
Percent High School Graduate or Higher	72.0	-	78.6	81.6
Percent Bachelor’s degree or higher	17.6	-	24.3	25.0
Total Persons, 25 Years and Over	12,665	-		177,532,915

Source: U.S. Department of Commerce, 2000 Census.

The drop-out rate of students in the Lumpkin County school system has decreased significantly from 1995 to 2001, from 11.4% to 5.1% (Table 2-16). Between 1995 and 2001, the county's drop-out rate reached a low of 4.1 percent during the year 2000. The highest rate (14.2%) occurred during the 1996-97 school year. Lumpkin County's drop-out rate was lower than the state rate from 1997 to 2001 (Table 2-17).

TABLE 2-16

Lumpkin County: Education Statistics							
Category	1995	1996	1997	1998	1999	2000	2001
H.S. Graduation Test Scores (All Components)	83%	76%	71%	73%	72%	81%	76%
H.S. Dropout Rate	11.4 %	14.2 %	4.7%	5.2%	5.9%	4.1%	5.1%
Grads Attending Georgia Public Colleges	16.2 %	39.0 %	37.4 %	32.7 %	34.9 %	NA	NA
Grads Attending Georgia Public Technical Schools	7.7%	8.9%	16.3 %	9.1%	9.5%	13.0 %	NA

Source: Georgia Department of Education

The latest short-term follow up of high school graduates indicates that in 1999, 34.9 percent of Lumpkin County high school graduates were enrolled in college and 9.5 percent were attending vocational school. These numbers were derived from those high school graduates that actually reported. The rest of the graduates were employed full-time, were in the military, or were unemployed. The data indicate that the majority of high school graduates pursue post high school educations.

TABLE 2-17

Georgia: Education Statistics							
Category	1995	1996	1997	1998	1999	2000	2001
H.S. Graduation Test Scores (All Components)	82%	76%	67%	68%	66%	68%	65%
H.S. Dropout Rate	9.26 %	8.60 %	7.30 %	6.50 %	6.50 %	6.50 %	6.40 %
Grads Attending Georgia Public Colleges	35.0 %	30.0 %	30.2 %	38.8 %	37.5 %	37.3 %	36.1 %
Grads Attending Georgia Public Technical Schools	5.4%	6.2%	7.1%	6.5%	6.4%	7.4%	8.8%

Source: Georgia Department of Education

High school graduation tests scores in Lumpkin County fluctuated from 1995 to 2001, but were comparatively

higher than the state average scores over the same time frame.

**TABLE 2-18
2000 SCHOOL ENROLLMENT
PERSONS THREE YEARS AND OVER ENROLLED IN SCHOOL
LUMPKIN COUNTY**

TYPE OF SCHOOL	NUMBER OF PERSONS
Preprimary School	298
Elementary (K-8)	2,719
High School (9-12)	1,045
College	2,321

Source: U.S. Department of Commerce, Census Bureau. 2000

In 2000, Lumpkin County had 238 students in preprimary school with 2,719 students in elementary school and 1,045 attending high school. A total of 2,321 students were enrolled in college.

Income of the Population

Income levels are good indicators of the economic environment in Lumpkin County. The average per capita income level has steadily increased from 1980 to 2002. Table 2-19 indicates that the per capita income level in Lumpkin County increased by about 55% from 1990 to 2002. However, Lumpkin County's per capita income is consistently lower than the state level and national.

**TABLE 2-19
PER CAPITA INCOME, 1980 - 2002
LUMPKIN COUNTY**

AREA	1980	1990	1993	1994	1995	1996	1997
Lumpkin County	5,827	14,458	15,972	16,158	17,596	18,622	19,237
Georgia	8,041	17,123	19,886	20,212	21,806	23,055	23,911
% of State	72.5	84.4	81.7	80.0	80.7	80.5	82.4

TABLE 2-19 (CONT.)

AREA	1998	1999	2000	2001	2002
Lumpkin County	20,418	20,733	21,935	22,188	22,356
Georgia	25,447	26,499	27,794	28,523	28,821
United States	82.9	81.7	80.2	78.9	77.5

Source: Bureau of Economic Analysis, REIS, 2004.

When compared to surrounding counties (Table 2-20), Lumpkin has a per capita income level that is about equal. All counties in the region, including Lumpkin, are significantly lower than the state and national average.

**TABLE 2-20
PER CAPITA INCOME
LUMPKIN AND SURROUNDING COUNTIES, 2000-01**

COUNTY/YEAR	2000	2001	2001 % OF GEORGIA	2001 % OF U.S.
Union	21,297	22,417	78.6	73.1
Fannin	19,839	19,977	70.0	65.7
Hall	24,555	25,166	88.2	82.7
Lumpkin	22,279	22,495	78.9	74.0
Dawson	25,462	26,419	92.6	86.9
Rabun	21,491	22,297	78.2	73.3
Towns	22,091	23,374	81.9	76.8
White	21,683	22,530	78.9	74.1
Georgia	27,794	28,523	----	93.8
U.S.	29,469	30,413	106.6	----

Source: Regional Economic Information System, Bureau of Economic Analysis, 2003.

It is difficult to compare income levels from one decade to another due to the decrease in the value of the dollar caused by inflation. Nevertheless, Tables 2-21 and 2-22 show that per capita, household and family income levels in Lumpkin County have increased at a higher rate than the national level, but less than the state. Between 1990 and 2000, the per capita income level in Lumpkin County increased 25% which is much higher when compared to Georgia (32%) and the United States (23). During the same period, Lumpkin County’s household and family incomes each increased about 50 percent. This is much higher than both state and national rates. These figures indicate that while Lumpkin County’s income levels are lower than state and national levels, the county experienced significant improvement over the recent ten year period.

**TABLE 2-21
1990 INCOME CHARACTERISTICS
LUMPKIN COUNTY, GEORGIA AND THE UNITED STATES**

CHARACTERISTIC	LUMPKIN COUNTY	GEORGIA	UNITED STATES
Per Capita	14,458	16,053	17,592
Median Household	26,116	29,021	30,056
Median Family	30,417	33,529	35,225

Source: U.S. Census Bureau, 1990.

**TABLE 2-22
2000 INCOME CHARACTERISTICS
LUMPKIN COUNTY, GEORGIA AND THE UNITED STATES**

CHARACTERISTIC	LUMPKIN COUNTY	GEORGIA	UNITED STATES
Per Capita	18,062	21,154	21,587
Median Household	39,167	42,433	41,994
Median Family	43,368	49,280	50,046

Source: U.S. Census Bureau, 2000.

Table 2-23 reflects the distribution of households based on income range in 2000. The majority of households had an income between \$50,000 and \$74,999. Almost 11% of all households had an income of less \$10,000. Household income ranges in Lumpkin County are very similar to family income ranges. The majority of families had income levels between \$35,000 to \$74,999. The county had a notable amount of families within the \$75,000 to \$99,999 income range. However, nearly 23 percent of the families in the county had an income of less than \$25,000. Compared to the state and the nation, in the year 2000, Lumpkin County had a higher percentage of families with incomes between \$35,000 to \$74,999. (Table 2-24).

**TABLE 2-23
DISTRIBUTION OF HOUSEHOLDS BY INCOME, 2000
LUMPKIN COUNTY**

INCOME RANGE	NUMBER OF HOUSEHOLDS	PERCENT
Less than 10,000	823	10.9
10,000-14,999	534	7.1
15,000-24,999	1,053	14.0
25,000-34,999	981	13.0
35,000-49,999	1,250	16.6
50,000-74,999	1,742	23.1
75,000-99,999	559	7.4
100,000-149,999	443	5.9
150,000 to 199,999	75	1.0
200,000 or more	72	1.0
Total	7,532	100

Source: U.S. Census Bureau, 2000.

**TABLE 2-24
2000 FAMILY INCOME
LUMPKIN COUNTY, GEORGIA AND THE UNITED STATES
(In Number of Families)**

INCOME CLASSIFICATION (\$)	LUMPKIN CO.	LUMPKIN CO. %	GEORGIA %	UNITED STATES %
Less than 10,000	293	5.5	6.4	5.8
10,000-14,999	253	4.7	4.5	4.3
15,000-24,999	679	12.7	10.9	10.7
25,000-34,999	640	11.9	11.9	12.0
35,000-49,999	1,015	18.9	17.0	17.1
50,000-74,999	1,473	27.5	22.1	22.3
75,000-99,999	483	9.0	12.2	12.5
100,000-149,999	380	7.1	9.4	9.6
150,000-199,999	75	1.4	2.7	2.7
200,000 or more	72	1.3	2.9	2.9
Median (\$)	43,368	-	49,280	50,046
Total families	5,363	-	-	-

Source: U.S. Department of Commerce, Census Bureau, 2000.

**TABLE 2-25
HOUSEHOLDS BY TYPE OF INCOME, 2000
LUMPKIN COUNTY**

INCOME TYPE	# OF HOUSEHOLDS	% OF TOTAL HOUSEHOLDS	MEAN INCOME (\$)
Wage and Salary	6,195	82.2	47,449
Non-Farm Self-Employment	998	13.3	15,773
Social Security	2,179	28.9	9,400
Public Assistance	156	2.1	2,607
Retirement	970	12.9	16,970

Source: U.S. Census Bureau, 2000.

The majority of households in Lumpkin County derived their income from wage and salary type employment having a mean income of \$47,449. The percentage of households receiving social security income was 28.9% with another 12.9% receiving retirement income. There was a significant number of households (13.3%) receiving non-farm self-employment income. The 2000 data indicates that a good portion of households in Lumpkin County receive social security, public assistance, and retirement income. This reflects the increase in the age of the population in the County.

Poverty Characteristics

In 1990 poverty status was determined for 2,030 persons in Lumpkin County. The number of people that poverty status was determined for in 2000 increased to 2,602. The overall percentage of persons in the county decrease from 15.3% in 1990 to 13.2% in 2000. There was not a significant increase in the number of children or senior citizen living below the poverty level. Also the number of families below the poverty level decreased over the same time frame. Based on this data a likely reason for the increase in the number of persons below the poverty level is that there are a number of students in small, non-family household situations that are working low wage and part-time jobs while attending college. These students generally supplement their income with student loans and family contributions.

**TABLE 2-26
POVERTY CHARACTERISTICS
LUMPKIN COUNTY
1990-2000**

POVERTY CHARACTERISTIC	1990	2000
Total Persons Below Poverty Level	2,030	2,602
% Total Persons Below Poverty Level	15.3	13.2
Total Children under 18 years Below Poverty Level	597	686
Total Persons 65 Years and Over Below Poverty Level	307	319
Total Families Below Poverty Level	526	483

Source: U.S. Census Bureau, 1990, 2000.

STATEMENT OF GROWTH POLICY

The rate of population growth in Lumpkin County has exceeded the rural county government's capacity to provide law enforcement, education and other public services. The comprehensive plan does not seek to promote additional population growth. While the plan is not opposed to growth, the county's policy is to manage population growth. The plan's growth policy seeks to retain existing employment and to provide more and better employment opportunities.

SUMMARY

Inventory

- ! From 1990 to 2000, Lumpkin County experienced a 44.2 percent increase in population. This growth rate was higher than the state's and nation's.
- ! Lumpkin County is one of the fastest growing counties in the Georgia Mountains area.
- ! Approximately 5,600 persons migrated to Lumpkin County during the 1990's.
- ! The County's median age has increased since 1960 but is still lower than the state's.
- ! The Latino population in Lumpkin County increased fairly dramatically from 1990 to 2000.
- ! The number of persons per household decreased slightly during the 1990's.
- ! The percentage of persons in Lumpkin County attaining a high school education was higher than the state average, but those achieving a college degree was lower than the state.
- ! Approximately one half of high school graduates in the county attend college or vocational school.
- ! In 2002, the County's per capita income was only 77.5 percent of the state average. All income indicators were lower than state and national levels.

Assessment

- ! Lumpkin County's population is projected to be 34,925 by the year 2010 and 66,661 by the year 2025.
- ! The county's retirement population (age 65+) will increase 750 percent by the year 2025.
- ! The number of persons per household will relatively the same over the next twenty years.
- ! The number of households is projected to increase to 10,782 by the year 2010 and to over 21,500 by the year 2025.

- ! To become competitive in the global economic market, the county will need to increase its educational levels.
- ! The county should work toward decreasing the poverty level of the local population.

HOUSING ELEMENT

Housing is one of the most important elements of any comprehensive plan. Residential development is the most predominant "active" user of land. The quality of a community is directly influenced by the quality of its housing. Housing is important to the economy as it represents a large portion of all construction activity. Taxes on residential development is the primary source of revenue for Lumpkin County and housing also requires the most government expenditures. The quality and availability of housing influences the development of the community. In addition, commercial and industrial development is dependent on the quality, availability and location of housing. For these reasons, it is important to understand current and future housing trends.

General Housing Trends

Lumpkin County has experienced a significant increase in housing units over the past twenty years. In 1970, the county had 2,554 housing units. In 1980, the housing unit count was 3,835, which is an increase of 50.2 percent over the ten year period. In 1990, the housing unit count was 5,729, which reflects an increase of 49.4 percent from 1980. In the year 2000, Lumpkin County reported 8,263 housing units, a 44.2 percent increase.

**TABLE 3-1
LUMPKINCOUNTY AND DAHLONEGA
(Total Number of Housing Units)**

AREA	1970	1980	1990	80-90 % CHANGE	2000	90-00 % CHANGE
Lumpkin County	2,554	3,835	5,729	49.4	8,263	44.2
Dahlonega	427	767	890	16.0	1,181	32.7

Source: U.S. Bureau of Census, 1970-2000.

Table 3-2 also reflects some interesting trends regarding growth in housing units between 1990 and 2000. All counties in the area had a higher rate of growth in housing units than Georgia and the United States. Dawson County continued to dominate the area with a growth rate of 65 percent. Lumpkin County's housing unit growth stayed somewhat steady when compared to the previous ten years while the growth rates of Union and White Counties increased. These numbers indicate that the Georgia Highway 400 Corridor, which includes Forsyth, Dawson and Lumpkin Counties, has experienced a significant amount of growth during the past few years.

**TABLE 3-2
COMPARISON OF HOUSING UNIT GROWTH
(Percent Growth)**

AREA	1990-2000
Dawson County	65.7
Fannin County	33.1
Hall County	31.5
Lumpkin County	44.2
Union County	51.0
White County	55.4
Georgia	24.4
United States	13.6

Source: U.S. Census 1970, 1980 and 1990

Housing Characteristics

Table 3-3 describes general characteristics regarding housing types in Lumpkin County. Between 1980 and 2000, the percentage of all housing units that were classified as single family unit detached decreased from 74.0 percent to 67.9 percent while the number of 1 unit attached structures stayed the same. Multi-family units (housing units with 2 or more units) increased from 3.7 percent to 7.1 percent. The most significant trend regarded the decrease in the percentage of mobile homes. In 1990, there were 1,893 housing units in Lumpkin County that were classified as mobile homes or trailers constituting 33 percent of all housing units.

In 2000, there were 1,987 mobile homes/trailers constituting a smaller 23.9 percent of all housing units. It is expected that the number of mobile homes in Lumpkin County will decrease over the next ten to twenty years as land values continue to increase.

**TABLE 3-3
TYPE OF HOUSING UNITS 1980-2000
LUMPKIN COUNTY**

TYPE OF UNIT	1980	%	1990	%	2000	%
Single Family, Detached	2,838	74.0	3,556	62.1	5,605	67.86
Single Family, Attached	23	.06	70	1.2	98	1.2
Multi-Family	234	6.1	210	3.7	582	7.1
Mobile Home, RV, Other	740	19.3	1,893	33.0	1,978	23.9
TOTAL	3,385	100	5,279	100	8,263	100

Source: U.S. Bureau of Census, 1980-2000.

According to the 1990 census, Lumpkin County had 239 seasonal housing units. Lumpkin County ranked 12th out of the thirteen counties in the Georgia Mountains region in total number of seasonal units. (Table 3-4) The number of seasonal housing units decreased to 193 in 2000. This shows that seasonal are being converted to permanent homes and that retirees are making Lumpkin County their permanent home.

**TABLE 3-4
SEASONAL HOUSING UNITS, 1990-2000
DAHLONEGA AND LUMPKIN COUNTY**

DIVISION	1990	2000
Dahlonega	4	13
Lumpkin County	239	193

Source: U.S. Bureau of Census, 1990, 2000.

Over the past ten years, Lumpkin County experienced a significant amount of construction of new housing units. Table 3-5 indicates that a large portion (43.5 percent) of the county's existing housing stock was built in the past ten years. A total of 27.9 percent of the state's housing units was built during this same period.

**TABLE 3-5
AGE OF HOUSING UNITS, 2000
LUMPKIN COUNTY AND DAHLONEGA
(In Number of Housing Units and by Percentage)**

	TOTAL UNITS	10 YEARS OR LESS	11 – 20 YEARS	21 – 40 YEARS	MORE THAN 40 YEARS
Dahlonega	1,181	37.1	15.8	24.7	22.4
Lumpkin County	8,263	43.5	20.7	22.3	13.5
GEORGIA MOUNTAINS REGION	191,432	39.6	21.8	24.6	14.1
STATE OF GEORGIA	3,281,737	27.9	22.0	31.2	18.9

Source: U.S. Bureau of Census, 2000.

Of the total number of year-round housing units in 1990, 158 (2.8 percent) had less than one complete bathroom and 81 (1.4 percent) had no complete kitchen facilities. In regard to water and sewer, 83.1 percent of the county's year-round housing units were not connected to public sewer while 94.4 percent were not connected to public water.

Over the past ten years the county showed improvement in the number of housing units with plumbing and kitchen facilities. In 2000, 0.7 percent of the county's housing units lacked one complete bathroom. Also in 2000, 0.4 percent of all housing units lacked complete kitchen facilities which reflects a decrease as well. Only seven housing units in the county lack some type of heating. The number of over crowded housing units in Lumpkin County represents about 3.8 percent of all housing units. Two reasons for this is that there are now a number of off campus housing units where several students share housing to minimize their housing costs while attending college. In addition, is that there are a number of Latino families that have moved into the community and to minimize housing costs will share a housing unit with more than one family. This eludes to the need of some affordable housing in Lumpkin County for families and for college who do not live on campus at North Georgia College and State University.

**TABLE 3-6
SELECTED CHARACTERISTICS
OCCUPIED YEAR-ROUND HOUSING UNITS IN 1980
LUMPKIN COUNTY AND GEORGIA
(In Number of Housing Units)**

CHARACTERISTIC	LUMPKIN COUNTY		GEORGIA
	UNITS	%	%
Less than one complete bathroom	233	6.3	4.3
No complete kitchen facilities	121	3.3	-
Not connected to public sewer	3,176	85.5	39.7
Not connected to public water	2,940	79.1	21.3

Source: U.S. Bureau of Census, 1980.

**TABLE 3-7
SELECTED CHARACTERISTICS OF HOUSING UNITS IN 1990
LUMPKIN COUNTY
(In Number of Housing Units)**

CHARACTERISTIC	LUMPKIN COUNTY		GEORGIA
	UNITS	%	%
Lacking complete plumbing facilities	158	2.8	1.1
Lacking complete kitchen facilities	81	1.4	0.9
Not connected to public sewer	5,409	94.4	18.7
Not connected to public water	4,763	83.1	37.9

Source: U.S. Bureau of Census, 1990. Summary Tape File, Sample Data.

**TABLE 3-8
OVERCROWDED LIVING CONDITIONS OF OCCUPIED HOUSING UNITS, 1990
LUMPKIN COUNTY
(In Number of Housing Units)**

AREA	OWNER OCCUPIED	RENTER OCCUPIED	TOTAL	% OF TOTAL OCCUPIED UNITS
Lumpkin Co.	107	81	188	3.8
Ga. Mountains Region	1,711	1,884	3,595	3.2
Georgia	36,880	58,948	95,828	4.0

Source: 1990 Census of Population and Housing, Summary Tape File 1A.

**TABLE 3-9
SELECTED CHARACTERISTICS OF HOUSING UNITS IN 2000
DAHLONEGA AND LUMPKIN COUNTY
(In Number of Housing Units)**

CHARACTERISTIC	DAHLONEGA		LUMPKIN COUNTY		REGION	GEORGIA
	UNITS	%	UNITS	%	%	%
Lacking complete plumbing facilities	6	0.6	54	0.7	0.5	0.6
Lacking complete kitchen facilities	0	0.0	31	0.4	0.3	0.5
No heating fuel	0	0.0	7	0.0	0.3	0.3
Over crowded occupied units *	48	4.1	292	3.8	4.4	4.8

Source: U.S. Bureau of Census, 2000. * 1.01 or greater occupants per room.

Occupancy Characteristics

In 2000, 91.2 percent of Lumpkin County's total housing units were occupied compared to 86.9 percent in 1990. Both of these percentages were lower than those of the state. (See Table 3-10). The amount of vacant units is directly related to the number of seasonal units and the number of vacant rental units located within the county.

**TABLE 3-10
TOTAL OCCUPIED HOUSING UNITS, 1980 – 2000
DAHLONEGA AND LUMPKIN COUNTY**

AREA	1980		1990		2000	
	TOTAL OCCUPIED	% OF TOTAL UNITS	TOTAL OCCUPIED	% OF TOTAL UNITS	TOTAL OCCUPIED	% OF TOTAL UNITS
Dahlonega	707	92.2	777	87.3	1,060	89.8
Lumpkin County	3,388	88.3	4,976	86.9	7,537	91.2
Region	84,468	N/A	133,478	84.3	166,287	86.9
Georgia	1,869,754	92.3	2,366,615	89.6	3,006,369	91.6

Source: U.S. Bureau of Census, 1980 - 2000.

Table 3-11 indicates that Lumpkin County has decreased in the number of persons per owner-occupied and renter-occupied housing units from 1970 to 2000. Persons per owner-occupied housing units decreased from 3.3 persons per unit in 1970 to 2.7 persons in 1990 and then stay the same in 2000. The number of persons per renter-occupied unit was 3.4 in 1970 decreasing to 2.4 in 2000. The decrease in persons per unit is also a state-wide and national trend. This trend suggests that the average family size has decreased over the past thirty years indicating a future demand for smaller rental units. It is expected in Lumpkin County that the number of persons per owner occupied housing units will not change very much over the next twenty years.

**TABLE 3-11
PERSONS PER HOUSING UNIT 1970 - 2000
LUMPKIN COUNTY AND GEORGIA**

AREA	PERSONS PER OWNER-OCCUPIED HOUSING UNIT				PERSONS PER RENTER-OCCUPIED HOUSING UNIT			
	1970	1980	1990	2000	1970	1980	1990	2000
Lumpkin Co.	3.3	2.9	2.7	2.7	3.4	2.9	2.6	2.4
Georgia	3.3	2.8	2.8	2.7	3.2	2.6	2.5	2.5

Source: U.S. Census Bureau

Between 1980 and 2000, the percentage of occupied units that were owner-occupied decreased from 74 percent to 72.3 percent with the percentage of renter-occupied units increasing over the same period. Compared to the state, Lumpkin County has a higher percentage of owner-occupied units and a lower percentage of renter-occupied units.(Table 3-12)

**TABLE 3-12
TENURE OF HOUSING UNITS, 1980 – 2000
DAHLONEGA AND LUMPKIN COUNTY**

	TOTAL OWNER OCCUPIED UNITS						TOTAL RENTER OCCUPIED UNITS					
	1980	%	1990	%	2000	%	1980	%	1990	%	2000	%
Dahlonega	367	47.8	387	43.5	438	41.3	340	44.3	390	43.8	622	58.7
Lumpkin County	2,505	74.0	3,784	76.0	5,452	72.3	883	26.0	1,192	24.0	2,088	27.7
Region	64,763	N/A	86,057	64.5	130,235	78.3	19,705	N/A	26,510	35.5	36,052	21.7
Georgia	1,215,206	N/A	---	64.9	---	67.5	654,548	N/A	---	35.1	---	32.5

Source: U.S. Bureau of Census, 1980- 2000..

Lumpkin County experienced some important changes in terms of housing types between 1990 and 2000. In 1990, 66.7 of all owner-occupied housing units were single-family structures, 1.0 percent were multi-family, and 32.3 percent were classified as mobile homes or trailers. During the ten year period, the percentage of owner-occupied single-family units increased to 77.3 percent with multi-family structures decreasing to 0.3 percent.

An interesting change occurred in the number of mobile homes. According to the 1990 census, 32.3 percent of the owner-occupied housing units in Lumpkin County were mobile homes or trailers. In 2000, mobile homes constituted 22.4 percent of all owner-occupied housing. The use of mobile homes as rental units also decreased over the same ten year period. The percentage of renter-occupied housing units that were mobile homes increased from 35.8 percent in 1990 to 29.5 percent in 1990. In addition, Tables 3-13 and 3-14 indicate that Lumpkin County has a higher percentage of mobile homes than the state. When compared to other area counties, Lumpkin County also had the highest percentage of mobile homes. (Table 3-15) These numbers suggest that there is a demand for more affordable single-family "stick built" units in the county.

**TABLE 3-13
OWNER-OCCUPIED HOUSING TENURE BY HOUSING TYPE, 2000
LUMPKIN COUNTY
(In Number of Housing Units)**

AREA	SINGLE-FAMILY	%	MULTI-FAMILY (1)	%	MOBILE HOME (2)	%
Lumpkin Co.	4,205	77.3	19	0.3	1,217	22.4
Georgia	-	85.7	-	1.7	-	12.6

Source: 1990 Census of Population and Housing, Summary Tape File 1A.

- (1) Includes single-family attached dwellings.
- (2) Includes mobile homes and all other structures classified as other.

**TABLE 3-14
RENTER-OCCUPIED HOUSING TENURE BY HOUSING TYPE, 2000
LUMPKIN COUNTY
(In Number of Housing Units)**

AREA	SINGLE-FAMILY	%	MULTI-FAMILY *	%	MOBILE HOME	%
Lumpkin County	980	47.0	489	23.5	615	29.5
Georgia	-	32.4	-	58.5	-	9.1

Source: 1990 Census of Population and Housing, Summary Tape File 1A.

- (1) Includes single-family attached dwellings.
- (2) Includes mobile homes and all other structures classified as other.

**TABLE 3-15
MOBILE HOMES AS PERCENTAGE OF TOTAL HOUSING UNITS 2000
LUMPKIN COUNTY AND SURROUNDING AREAS**

AREA	# OF MOBILE HOMES	% OF TOTAL HOUSING UNITS
Dawson County	1,190	16.6
Fannin County	1,739	15.7
Hall County	7,953	15.6
Lumpkin County	1,950	23.6
Union County	1,378	13.8
White County	2,147	22.7
Georgia	305,055	11.6

Source: 1990 Census of Population and Housing. Summary tape File 1A.

Note: Housing units classified as other are not included.

Table 3-16 reflects historic owner and rental vacancy rates in Lumpkin County. The county has experienced a low homeowner vacancy rate over the past three decades with 0.4 percent in 1980, 2.0 percent in 1990, and 1.1 percent in 2000. While the vacancy rate has remain flat during the past three decades, it has been consistently lower than the state and national average. In contrast, Lumpkin County had a higher renter vacancy rate in both 1990 and 2000 than the state and nation. Table 3-16 suggests that there is a low turn-over in homeowner housing units or that any units put up for sale are sold in a short period of time. One could also conclude that the county has experienced a significant increase in the number of rental units over the past twenty years.

**TABLE 3-16
VACANCY CHARACTERISTICS OF HOUSING UNITS, 1990-2000
DAHLONEGA AND LUMPKIN COUNTY**

AREA	SEASONAL UNITS			SEASONAL % OF VACANT UNITS			OWNER VACANCY RATE			RENTER VACANCY RATE		
	1980	1990	2000	1980	1990	2000	1980	1990	2000	1980	1990	2000
Dahlonega	N/A	4	13	N/A	3.5	10.7	2.7	3.7	1.8	7.9	11.0	9.1
Lumpkin County	N/A	239	193	N/A	31.7	26.6	0.4	2.0	1.1	9.3	13.5	8.3
Region	N/A	10,773	13,047	N/A	51.5	51.8	N/A	2.5	2.5	N/A	11.4	8.2
Georgia	N/A	33,637	50,064	N/A	12.4	18.2	N/A	2.5	1.9	N/A	12.2	8.2

Source: U.S. Bureau of Census, 1990, 2000.

Ratios for “owner to renter for occupied units” and for “owner to renter of vacancy” are presented in Table 3-17 and Table 3-18. This data provides a statistical snapshot of the total occupied units and the total vacant units in a jurisdiction. The owner to renter ratio for occupied units is the number of owner occupied units divided by the number of renter occupied units. The owner to renter ratio of vacancy refers the number of vacant units for sale in the area versus the number of units for rent.

The rates for the county are extremely higher than the city of Dahlonega and about the same in the as the state. This reaffirms that there is a significantly higher number of housing units available for rent in the City of Dahlonega than housing units available for ownership. The issue is just the opposite in the county. One reason for this is that sewer service is not available in the county to the extent to allow for higher density developments such as multi- family apartments complexes.

**TABLE 3-17
OWNER TO RENTER RATIO FOR OCCUPIED UNITS, 1990 - 2000
DAHLONEGA AND LUMPKIN COUNTY**

AREA	1990	2000
Dahlonega	0.99	0.70
Lumpkin County	3.17	2.61
Region	3.25	3.61
Georgia	1.85	2.08

Source: U. S Bureau of Census, 1990, 2000.

**TABLE 3-18
OWNER TO RENTER RATIO OF VACANCY, 2000
DAHLONEGA AND LUMPKIN COUNTY**

AREA	2000
Dahlonega	0.28
Lumpkin County	0.52
Region	1.45
Georgia	0.51

Source: U. S Bureau of Census, 2000.

Housing Costs

Over the past twenty years, home values have risen sharply in Lumpkin County when compared to the state. In 2000, the median home value of an owner-occupied unit in Lumpkin County was \$111,400 compared to \$100,600 for the state. However, between 1980 and 1990, the median home value increased 121 percent in the county compared to 93 percent to the state. In 2000, home values in the county rose by almost 69 percent, while the same value for the region and state increased by 66.5 percent and 41.1 percent respectively. This suggests that the cost of housing in Lumpkin County is accelerating at a faster rate than the region and state, but not as fast as the City of Dahlonega.

**TABLE 3-19
MEDIAN HOME VALUE, 1980 - 2000
LUMPKIN COUNTY**

AREA	1980(\$)	1990 (\$)	2000 (\$)
Dahlonega	41,515	74,700	168,100
Lumpkin County	30,100	66,400	111,800
Region	N/A	68,800	114,600
Georgia	36,900	71,300	100,600

Source: U.S. Bureau of Census, 1980 - 2000.

In 1990, the majority of owner-occupied housing units in Lumpkin County were valued under \$100,000. (Table 3-20) In 2000, nearly 59 percent of the owner occupied housing in the county was valued higher than \$100,000. (Table 3-21).

In 1990 the median rent in Lumpkin County was \$278. This figure increased to \$534 by the year 2000, a 92.1 percent increase. (Table 3-22) This a tremendous increase as compared to the city of Dahlonega (31%), the region (49%) and the state (78%) over the same time frame.

Table 3-23 and Table 3-24 show that in 1990 just over seven percent of renters in the county had a monthly rent over \$500. That figure has changed to almost 58 percent in the year 2000. It is interesting to note that in 2000 that there were 247 renter occupied units in the county that had no cash rent.

HOUSING ELEMENT

**TABLE 3-20
1990 SPECIFIED OWNER OCCUPIED HOUSING UNITS BY VALUE CLASS
DAHLONEGA AND LUMPKIN COUNTY**

AREA	SPECIFIED OWNER OCCUPIED UNITS	LESS THAN \$50,000	\$50,000-\$99,999	\$100,000-\$149,999	\$150,000-\$199,999	\$200,000-\$299,999	\$300,000 OR MORE
Dahlonega	290	63	153	47	14	8	5
Lumpkin County	1,763	533	917	218	65	22	8

Source: U.S. Bureau of Census, 1990.

**TABLE 3-21
2000 SPECIFIED OWNER OCCUPIED HOUSING UNITS BY VALUE CLASS
DAHLONEGA AND LUMPKIN COUNTY**

AREA	SPECIFIED OWNER OCCUPIED UNITS	LESS THAN \$50,000	\$50,000-\$99,999	\$100,000-\$149,999	\$150,000-\$199,999	\$200,000-\$299,999	\$300,000 OR MORE
Dahlonega	338	6	25	101	92	79	35
Lumpkin County	3,326	284	1,088	1,021	464	339	130

Source: U.S. Bureau of Census, 2000.

**TABLE 3-22
 MEDIAN RENT, 1980 - 2000
 LUMPKIN COUNTY**

CITY/COUNTY	1980 (\$)	1990 (\$)	2000 (\$)
Dahlonega	160	385	503
Lumpkin County	119	278	534
Region	N/A	442	661
Georgia	153	344	613

Source: U.S. Census, 1980- 2000.

**TABLE 3-23
 1990 SPECIFIED RENTER-OCCUPIED HOUSING UNITS
 BY RANGE OF MONTHLY RENT
 LUMPKIN COUNTY**

AREA	SPECIFIED RENTER- OCCUPIED UNITS PAYING CASH RENT	LESS THAN \$250	\$250 - \$499	\$500 - \$749	\$750 - \$999	\$1000 OR MORE
Dahlonega	397	63	225	78	0	0
Lumpkin County	1,036	352	478	74	0	2

Source: U.S. Census, 1990.

**TABLE 3-24
 2000 SPECIFIED RENTER-OCCUPIED HOUSING UNITS
 BY RANGE OF MONTHLY RENT
 LUMPKIN COUNTY**

AREA	SPECIFIED RENTER- OCCUPIED UNITS PAYING CASH RENT	LESS THAN \$250	\$250 - \$499	\$500 - \$749	\$750 - \$999	\$1000 OR MORE
Dahlonega	679	35	63	30	0	3
Lumpkin County	1,695	99	623	657	262	54

Source: U.S. Census, 2000.

Cost Burdened Households

The majority of the owner occupied households in Lumpkin County are not considered cost burdened or severely cost burdened. Households that are considered cost burdened are those that spend 30 to 49% of their household income on housing. Those severely cost burdened are those households that spend more than 50% of their household income on their housing. A larger cost burden can be attributed to a higher monthly housing expenditure or a lower income or a combination of both, therefore, households in all income brackets can be cost burdened. A low income household experiencing a cost burdened may not have sufficient money for other necessities such as food, clothing and medicine. About 24% of the owner occupied households in the county fall into either of these categories. Just over nine percent fall into the severely cost burdened category.

In terms of households that are not cost burdened, the city fairs better than the county region and state. The median monthly owner costs as a percentage of household income in Lumpkin County is 17.6%.

**TABLE 3-25
SELCECTED MONTHLY OWNER COSTS AS A
PERCENTAGE OF HOUSEHOLD INCOME IN 2000
LUMPKIN COUNTY**

Monthly Owner Cost as a Percentage of Household Income	DAHLONEGA		LUMPKINCOUNTY		REGION	STATE
	SPECIFIED OWNER OCCUPIED UNITS	%	SPECIFIED OWNER OCCUPIED UNITS	%	%	%
Less than 30 % (not cost burdened)	287	84.9	2,508	75.4	77.8	78.1
30 to 49% (cost burdened)	19	5.6	462	13.9	21.4	21.0
50% or more (severely cost burdened)	32	9.5	303	9.1	N/A	13.2
Total Specified Owner Occupied Housing Units	338	100	3,326	100	100	100
Median Monthly Owner Cost as Percentage of Household Income	18.2		17.6		---	18.6

Source: U.S. Bureau of Census, 2000.

Close to one half of the renter occupied households in Lumpkin County are cost burdened or severely cost burdened. Just less than 20% are cost burdened and 16.6% are severely cost burdened. This is most likely attributed to the low incomes that have been observed in the student population, which are also the smaller non-family households found within Dahlonega. The county has a lower rate of cost burdened households than Dahlonega, the region and state. However, compares about the same for severely cost burdened renter occupied households. The median gross rent as a percentage of household income in Lumpkin County is 25.6%.

**TABLE 3-26
MONTHLY GROSS RENT AS A
PERCENTAGE OF HOUSEHOLD INCOME IN 2000
LUMPKIN COUNTY**

Monthly Gross rent as a Percentage of Household Income	DAHLONEGA		LUMPKIN COUNTY		REGION	STATE
	SPECIFIED RENTER OCCUPIED UNITS	%	SPECIFIED RENTER OCCUPIED UNITS	%	%	%
Less than 30 % (not cost burdened)	300	44.2	943	48.6	56.4	56.0
30 to 49% (cost burdened)	183	27.0	370	19.1	31.5	35.4
50% or more (severely cost burdened)	112	16.5	323	16.6	13.6	16.5
Total Specified Renter Occupied Housing Units	679	100	1,942	100	100	100
Units Not Computed	84	---	306	---	4,182	83,149
Median Gross Rent as Percent of Household Incom	29.7		25.6		---	24.9

Source: U.S. Bureau of Census, 2000.

**TABLE 3-27
UNITS IN STRUCTURE BY GROSS RENT
AS A PERCENTAGE OF HOUSEHOLD INCOME
LUMPKIN COUNTY, 2000**

Gross Rent as a Percentage of Household Income	SPECIFIED RENTER OCCUPIED HOUSING UNITS			
	SINGLE FAMILY	MULTI-FAMILY	MOBILE HOME	TOTAL UNITS
30%-34%	24	51	47	122
35% or more	209	198	164	571
Total cost burdened or severely cost burdened	233	249	211	693

Source: U.S. Bureau of Census, 2000.

A more detailed analysis of renter occupied households that are cost burdened or severely cost burdened in the county reveals that the type of structure in which these households live in are evenly split among single family, multi-family and mobile home units. (Table 3-27)

The median value of a home in Lumpkin County increased by 68% over the past decade and the median rent only rose by 92% (Table 3-28). When compared to the increase in incomes over the past ten years, owner occupied housing in Lumpkin County has become more expensive. The rental housing market in Dahlonega responded to demand and developed housing at rents that increased less than incomes in the city, but this is not the case in the county. This trend is expected to continue over the next ten years. The existing owner occupied units that have a lower value will mostly transition into rental housing unless the city continues to make use of its historic preservation program and encourage home ownership and the rehabilitation of older housing units in and around the historic district in town. Land values in the county will more than likely continue to escalate as Lumpkin County become an attractive place for commuters into Metropolitan Atlanta (southern portions of the county and Lake Lanier), and as a destination for retirees (in the mountains). The county will need to address some affordable housing needs as there is a slight problem with over crowded housing.

**TABLE 3-28
PERCENTAGE COMPARISON OF INCOME
AND HOUSING COSTS FROM 1990 TO 2000
(all are percentage increases)**

	Dahlonega	Lumpkin County	Georgia
Median Home Value	125	68	41
Median Rent	31	92	78
Weekly Wages	50	46	56
Household Income	36	50	27
Per Capital Income	86	54	62

Source: U.S. Bureau of the Census, 1990 – 2000.

Housing Projections

Housing needs have been projected based on anticipated population growth in the next several years. It is estimated that a total of 10,772 housing units will be necessary in 2005, increasing to 13,029 by the year 2010, 15,953 by the year 2015, 19,441 by the year 2020 and 24,438 by the year 2025. These numbers reflect the number of housing units that would be needed to serve Lumpkin County’s population. A 10 percent vacancy rate has been used to account for the number of unoccupied and seasonal units.

**TABLE 3-29
PROJECTED HOUSING NEEDS, 2005-2025
LUMPKIN COUNTY**

CITY/COUNTY	2005	2010	2015	2020	2025
Lumpkin County	10,722	13,029	15,953	19,441	24,438
Persons Per Unit	2.64	2.60	2.59	2.59	2.61

Source: GMRDC, 2004.

SPECIAL HOUSING NEEDS AND COMMUNITY CHARACTERISTICS

There are segments of the community's population that are often overlooked when it comes to housing needs. There generally exist within the community people seeking some type of emergency or transitional shelter or housing. This type of housing may include homeless shelters, housing for runaway children, domestic violence victims or substance abuse victims. Other types of special needs housing include group quarters facilities or institutions for the elderly, mentally ill or those with physical disabilities.

An inventory of these type housing facilities and operation in Lumpkin County here is no officially designated shelter for victims of homelessness. This is not to say that homelessness does not occur or has not occurred in Dahlonega. In many cases, this type of transitional shelter has been accommodated and administered by the many churches in the area on as needs basis. Numbers of homeless persons in the area are so few and temporary that statistics are generally not recorded.

Rainbow Children's home is a safe place known as an "emergency shelter" for children who are removed from their home due to abuse, neglect, or abandonment. The home serves boys and girls ages 6 to 17 for a maximum stay of 90 days while Department of Family and Children's Services reunites them with their parents or finds a more permanent home such as with a relative or in a foster home.

Shelters for substance abuse do not exist in Lumpkin County, but are located in neighboring Hall County.

General Assessment of Housing Characteristics

Understanding housing trends in Lumpkin County helps to determine if the current housing stock meets the needs of local residents. These needs may include affordability, quality, quantity and location. If these needs are not being met, it will be necessary to develop strategies that will serve to correct these deficiencies. An analysis of housing trends assists in identifying potential problems such as a limited supply of a much needed housing size, concentrations of substandard housing, lack of proper sewer or increasing housing costs. The analysis will offer direction in formulating goals and objectives for future housing development.

The most notable issue facing the county is the rate at which housing is being developed. It can be difficult the county to adequately provide the enforcement and inspections needed to ensure that quality housing is being constructed and important county resources are not being impacted negatively.

Developable land is limited due to a large portion of the land being in national forest, while other parts of the county consist of severe slopes. This problem may exacerbate the cost of housing by increasing costs in land and site preparation. The county could explore the possibility of starting an affordable housing program. This program should also address the provision of adequate housing for the retirement population as it is expected to substantially increase over the next few years.

In regard to general housing affordability, data indicate that housing costs are lower in Lumpkin County than state and national averages. However, housing costs in the county increased at a faster rate from 1980 to 1990. This may become a major issue if housing costs increase faster than incomes. The increase in housing costs is, among other factors, directly influenced by the rate of population growth.

Based on the evaluation of housing statistics, the age of the housing does not seem to be a problem. The majority of housing units were built after 2000. Sixty-four percent of all housing units were built between 1990 and 2000. The county has experienced a significant increase in housing growth during the past few years. Due to this increase in housing activity, it will be important for the county to insure housing is constructed to some acceptable standard. As construction activity increases, this will become an important issue. It will be important for the county to adopt improved housing and building codes to protect the public and housing values.

Alternative Housing Programs

This section is devoted to discussion of potential private and public endeavors that can be undertaken to address local housing needs. There are numerous options for local governments that wish to play a role in providing quality housing.

1. *Community Development Corporation*

Many communities have established private, non-profit corporations to facilitate community development and redevelopment. Such a corporation would help fill a need not currently being addressed in Lumpkin County. Development corporations have proven to be effective in providing more housing opportunities to local citizens. The Georgia Housing Finance Authority (GHFA) has assisted in establishing many development corporations throughout the state. Through its Non-profit Housing Development Program, GHFA offers technical assistance and start-up grants to assist in the development of non-profit housing organizations.

2. *Local and Regional Housing Services*

There are various local and regional organizations that can assist the county in achieving its housing objectives. The local board of realtors could provide possible assistance in the development of a housing program. Real estate professionals keep abreast of current market conditions in housing and possess a good understanding of the problems local residents encounter when trying to obtain affordable housing.

Another option would be to facilitate the establishment of a local chapter of Habitat For Humanity, Inc. to meet certain housing needs.

3. *Adoption and Enforcement of Building Codes*

Local governments have the ability to ensure safe, well constructed housing by adopting standard building codes. Building codes will insure that housing is built to a certain standard thereby protecting future homeowners and renters. Building codes also help encourage quality and establish a "level playing field" that all contractors must follow. However, before adopting building codes, the local government must be committed to the code's administration and

enforcement.

4. ***Allocation of General Fund Revenues***

The county could allocate some of their general funds for the establishment of a housing assistance program. The county could sponsor seminars offering instruction in the process of purchasing a home for first time home buyers and identifying different local, state and federal financing programs. The county could also assist local developers in identifying low interest financing assistance offered through state and federal programs.

5. ***Local Housing Trust Fund***

Various communities have established housing trust funds in order to assist low and moderate income persons to obtain affordable housing. Housing trust funds provide financial assistance for construction of new housing units for qualified buyers and renters. Possible sources of housing trust funds include mortgage escrow accounts, interest income on utility security deposits, endowments/grants/loans from corporate foundations, surplus bond reserve funds, tax increment financing and real estate transfer taxes. Another potential funding source is linkage fees required on large commercial developments to subsidize affordable housing. It is important to note that trust funds usually require the adoption of local and/or state legislation for implementation.

6. ***Development of Surplus Public Land For Housing***

Many local governments have surplus land that could possibly be developed for affordable housing. This land could be donated or sold at or below market rate to a developer in order to decrease per unit cost. Vacant buildings such as old schools could be rehabilitated for various types of housing. The county could also sell tax delinquent properties to qualified buyers. The county should conduct an inventory of its property in order to identify potential housing opportunities.

7. ***State and Federal Housing Programs***

There are various state and federal housing programs applicable to local housing needs. These programs come in the form of grants, low interest loans and technical assistance. The following tables describe these programs in more detail.

**TABLE 3-30
STATE OF GEORGIA
HOUSING ASSISTANCE PROGRAMS**

PROGRAM	AGENCY	DESCRIPTION
Home Buyer Program	GHFA	Mortgage loans available to low and moderate income Georgians for home purchases at below market interest rates.
Home Equity Conversion Mortgage Program	FHA/GHFA	Loan fund for elderly to tap into equity of their home, with deferred principal and interest.
Georgia Energy Fund	Local Utilities	Low interest loans to homeowners for energy saving improvements.
Multi-family Bond Program	GHFA	Tax-exempt bonds issued to provide mortgage financing at below market interest rates to housing developers.
Low Income Housing Tax Credit Program	GHFA	Federal income tax credits to owners of rental projects with reserved units for low income tenants.
Section 8 Rental Assistance Program	HUD/GHFA/ LOCAL	Rental subsidies (certificates and vouchers)
Utility Deposit Program	GHFA	Zero interest loans to Section 8 recipients to initiate residential gas and electric service.
Rental Rehabilitation Program	HUD/GHFA/ LOCAL	Forgivable loans to substandard property owners for half the cost of repairs.
Georgia Appalachian Housing Program	ARC/GHFA	Loans and grants to stimulate low and moderate income housing development in North Georgia.
Nonprofit Housing Development Program	GHFA	Start-up grants and technical assistance to non-profit housing organizations.
Resolution Trust Corporation (RTC) Clearing House	GHFA	Information on RTC Affordable Housing Program

**TABLE 3-30
(Continued)**

PROGRAM	AGENCY	DESCRIPTION
Development Advances for Nonprofit Sponsors Program	GHFA	Low interest, revolving loan for IRS - qualified non-profits for specific affordable housing projects.
Community Based Residential Facilities Program	GHFA	Loans to nonprofits for financing, acquiring, rehabilitating and constructing group homes.
Georgia Housing Trust Fund For The Homeless	GHFA	Repayable loans for transitional housing, affordable housing, housing rehabilitation and single room occupancy (SRO) programs.
Emergency Shelter Grants Program	GHFA	Grants for shelters and homeless services.
Permanent Housing For Handicapped Homeless Program	HUD/GHFA/ DHR	Funding for acquiring, rehabilitating and operating group homes for homeless, developmentally disabled adults.
Transitional Housing Program	HUD/GHTFH/GHFA/	Matching funds for homeless programs by nonprofits, and grants for energy saving improvements for shelters.
Non-Entitlement CDBG Program	DCA	General funds for benefit to low and moderate income persons.
Energy Conservation Programs (Weatherization)	OER	Residential energy consumption subsidies, and loan/grants for residential energy saving improvements. (weatherization)
Low Income Home Energy Assistance Program	DHR (DFACS)	Direct assistance in paying home heating bills of low income households
	GHFA	Start-up grants and technical assistance to non-profit housing organizations.
Resolution Trust Corporation (RTC) Clearing House	GHFA	Information on RTC Affordable Housing Program

**TABLE 3-30
(Continued)**

PROGRAM	AGENCY	DESCRIPTION
Homeless Program	DHR	Funds for the provision of shelter, transitional and support services to the homeless.
Mental Retardation Residential Services	DHR	Start-up funding and operating subsidies to group home and other residential options.

- Legend: GHFA - Georgia Housing Finance Authority
 FHA - Federal Housing Administration
 HUD - U.S. Department of Housing and Urban Development
 ARC - Appalachian Regional Commission
 GHTFH - Georgia Housing Trust Fund For Homeless
 DHR - Georgia Department of Human Resources
 DCA - Georgia Department of Community Affairs
 OER - Georgia Governors' Office of Energy Resources
 DFACS - Department of Family and Children Services

Source: Georgia Housing and Finance Authority

**TABLE 3-31
DIRECT FEDERAL
HOUSING ASSISTANCE PROGRAMS**

PROGRAM	AGENCY	DESCRIPTION
Section 502 Home Ownership Loan Program	USDA	Loans in rural areas to finance homes and building sites.
Section 502 Guaranteed Rural Housing Loans	USDA	Loans in rural areas to low and moderate income families for housing.
Section 504 Home Improvement Loans	USDA	Repair loans and grants in rural areas for improvement/repair of homes for low and moderate income persons 62 and older.
Section 515 Congregate Housing and Group Home Program	USDA	Loans in rural areas to finance congregate group housing for low and moderate income persons and persons 62 and older.
Section 202	HUD	Direct loans at below market interest rates for multi-family housing for low income elderly and handicapped families
Home Investment Partnership Program (HOME)	HUD	Discretionary Block Grants to states and entitlement communities for a variety of housing needs.
Community Development Block Grant (CDBG) Entitlement	HUD	Direct federal assistance, principally for low and moderate income persons.
Home-ownership and Opportunity for People Everywhere	HUD	Promotes tenant ownership of public housing.

Legend: USDA - U.S. Department of Agriculture, Rural Development
 HUD - U.S. Department of Housing and Urban Development

Source: Georgia Housing and Finance Authority

SUMMARY

Inventory

- ! Between 1990 and 2000, Lumpkin County experienced a 44.2 percent increase in housing units. This rate was higher than the state and national rates.
- ! In 2000, more "stick-built" housing permits were issued compared to permits issued for mobile homes.
- ! The percentage of housing units classified as mobile homes decrease during the past decade. This trend is expected to continue for the next ten to twenty years.
- ! Lumpkin County has a low number of seasonal units compared to other counties in the Georgia Mountains area.
- ! The majority of the county's current housing stock was built after 1990. Over 64 percent of existing housing units were constructed from 1980 to 2000.
- ! During the past decade, the county showed improvement in the percentage of housing units with bathroom and kitchen facilities, but the number of over crowded units increased.
- ! The percentage of occupied housing units increased during the past decade.
- ! The number of persons per housing unit has decreased in the last twenty years.
- ! Lumpkin County has a higher percentage of mobile homes than the nation, the state and surrounding counties.
- ! Lumpkin County's rental vacancy rate is slightly higher than the region's and state's.
- ! Statistics indicate that rental housing costs are lower in the county compared to the state and nation; however, housing costs in Lumpkin County have increased at a faster rate. The median value of a home in Lumpkin County is higher than the state median value.
- ! The county has a high percentage of renter occupied households that are cost burdened and severely cost burdened. The type of structure for these households is split evenly.

Assessment

- ! With the increase in housing activity, the county must insure that future housing is built of the highest quality possible. The county should evaluate the possibility of adopting improved housing and building codes.
- ! The cost of housing is increasing faster than incomes in Lumpkin County. This suggests that it is becoming more difficult to afford housing. The county should develop a program to increase affordable housing opportunities.

- ! The county must address the housing needs of the retirement population which is expected to increase dramatically during the next two decades.
- ! Lumpkin County is expected to need 10,722 housings units by the year 2010 and 24,438 units by 2025 in order to meet projected population demands.

Implementation

- ! Lumpkin County should assess whether or not local citizens support the development of a county-wide housing program.
- ! The county should evaluate the positive and negative aspects of improved building codes and development standards to ensure quality development and protection of important natural resources.

Housing Goal ... ensure that all residents of the community have access to adequate and affordable housing.

Promote and encourage residential densities and designs ensuring varied living areas and housing types.

Use infrastructure as a tool to guide new residential locations.

Assure that people who work in Lumpkin County have the opportunity to live in Lumpkin County.

Strategies that will address these needs include...

Encourage the development of “starter” housing with affordable mortgage payments.

Add limited higher density housing to increase the affordable housing stock.

Utilize federal and state grant money and technical assistance programs, to the extent possible, to serve local housing needs.

Encourage developers to utilize federal and state grant and assistance funds, with technical assistance programs to the extent possible, to serve local housing needs.

Preserve existing neighborhoods as a source of affordable housing through maintenance and rehabilitation programs.

Assess the need of providing additional affordable housing.

ECONOMIC DEVELOPMENT ELEMENT

One of the main purposes of this comprehensive plan is to assist Lumpkin County and the City of Dahlonega in creating policies and programs, which will lead to steady economic growth. A strong economy is important because it creates jobs and increases income thereby providing a better quality of life. Economic growth also creates more funding resources allowing the community to provide better services. This chapter provides a review of past trends and analyzes these trends in order to make projections regarding future developments. The evaluation of current trends and future projections will assist in formulating goals for future economic development.

4.1 Employment

This section describes the employment trends for each economic sector of Lumpkin County and Dahlonega. These employment trends are described in terms of occupation and type of industry jobs. They serve to indicate strengths and weaknesses within the industrial base and assist in formulating strategies for future development.

According to the 1990 Census, Lumpkin County and the City of Dahlonega had a total of 6,838 employed persons over the age of sixteen. The majority of these persons worked in the following occupations: Administrative support; services; precision production, craft, and repair; and machine operators, assemblers and inspectors (Tables 4.1 and 4.2). While this trend has remained constant between 1990 and 2000, other occupations have made significant increases in percentage of total employed persons. These include: professional and technical specialty; sales; and clerical and administrative support. These occupations also demonstrated the largest percentage increase in total employment over the ten-year period. The percentage of persons employed in farming, forestry and fishing decreased dramatically. The overall number of persons employed increased 67.5 percent from 1990 to 2000.

Table 4.1

Dahlonega city: Employment by Occupation(%)		
Category	1990	2000
TOTAL All Occupations	100.00%	100.00%
Executive, Administrative and Managerial (not Farm)	7.06%	6.96%
Professional and Technical Specialty	13.57%	23.52%
Technicians & Related Support	4.78%	NA
Sales	12.24%	14.82%
Clerical and Administrative Support	20.00%	18.00%
Private Household Services	0.00%	NA
Protective Services	0.55%	NA
Service Occupations (not Protective & Household)	14.98%	18.30%
Farming, Fishing and Forestry	2.04%	0.30%
Precision Production, Craft, and Repair	9.73%	7.14%
Machine Operators, Assemblers & Inspectors	8.47%	5.76%
Transportation & Material Moving	3.61%	2.52%
Handlers, Equipment Cleaners, helpers & Laborers	2.98%	NA

Table 4.2

Lumpkin County, GA: Employment by Occupation(%)		
Category	1990	2000
TOTAL All Occupations	100.00%	100.00%
Executive, Administrative and Managerial (not Farm)	8.50%	9.67%
Professional and Technical Specialty	7.98%	15.62%
Technicians & Related Support	4.24%	NA
Sales	8.94%	10.90%
Clerical and Administrative Support	12.71%	14.50%
Private Household Services	0.23%	NA
Protective Services	0.99%	NA
Service Occupations (not Protective & Household)	11.13%	12.19%
Farming, Fishing and Forestry	4.30%	1.11%
Precision Production, Craft, and Repair	16.64%	12.80%
Machine Operators, Assemblers & Inspectors	14.04%	15.22%
Transportation & Material Moving	6.29%	6.21%
Handlers, Equipment Cleaners, helpers & Laborers	4.01%	NA

Source: U.S. Bureau of the Census

Table 4.3. and Table 4.4 provide occupational comparisons with the state and nation. Lumpkin County and Dahlonega both have the largest percentage of employment in the professional and technical specialty category, which is the same as the state and nation. Lumpkin County and Dahlonega also have lower percentages of persons in the executive, administrative, and management category when compared with the state and nation. While this is true the percentage continues to grow in this area. The percentage of persons employed in sales and clerical and administrative support was close to both the state and nation percentages. Lumpkin County also had a higher percentage employed in farming, fishing, and forestry than the state and nation. Lumpkin County had about a 5 percent higher employment in the machine operators, assemblers & inspectors category than both the state and nation. The data in these tables indicates that while Lumpkin County ranks below the state and nation in percentage of persons employed in professional and technical specialty occupations, it continues to grow at about the same rate.

Table 4.3

Georgia: GA Employment by Occupation (%)		
Category	1990	2000
TOTAL All Occupations	100.00%	100.00%
Executive, Administrative and Managerial (not Farm)	12.26%	14.03%
Professional and Technical Specialty	12.39%	18.68%
Technicians & Related Support	3.58%	NA
Sales	12.28%	11.64%
Clerical and Administrative Support	16.00%	15.14%
Private Household Services	0.51%	NA
Protective Services	1.70%	NA
Service Occupations (not Protective & Household)	9.77%	11.57%
Farming, Fishing and Forestry	2.20%	0.64%
Precision Production, Craft, and Repair	11.86%	9.02%
Machine Operators, Assemblers & Inspectors	8.50%	10.83%
Transportation & Material Moving	4.60%	6.63%
Handlers, Equipment Cleaners, helpers & Laborers	4.34%	NA

Source: U.S. Bureau of the Census

Table 4.4

All of United States: US Employment by Occupation (%)		
Category	1990	2000
TOTAL All Occupations	100.00%	100.00%
Executive, Administrative and Managerial (not Farm)	12.32%	13.45%
Professional and Technical Specialty	14.11%	20.20%
Technicians & Related Support	3.68%	NA
Sales	11.79%	11.25%
Clerical and Administrative Support	16.26%	15.44%
Private Household Services	0.45%	NA
Protective Services	1.72%	NA
Service Occupations (not Protective & Household)	11.04%	12.01%
Farming, Fishing and Forestry	2.46%	0.73%
Precision Production, Craft, and Repair	11.33%	8.49%
Machine Operators, Assemblers & Inspectors	6.83%	9.45%
Transportation & Material Moving	4.08%	6.14%
Handlers, Equipment Cleaners, helpers & Laborers	3.94%	NA

Source: U.S. Bureau of the Census

4.2 Employment Projections

The latest census indicates that over half of the private employed persons in Lumpkin County are in services, retail trade, and manufacturing sectors. Table 4.5 reflects this trend. The largest increase from 1990 was in retail trade followed by services. The largest decrease was a continuing decline in manufacturing. The farming, agricultural services, wholesale trade, and mining sectors had the lowest percentage of employment.

When compared to state percentages in Table 4.6, Lumpkin County was higher in five sectors of employment: farming, agricultural services, construction, manufacturing, and retail trade. These numbers suggest that Lumpkin County, as a percentage, has more people employed in “labor intensive” industries when compared with the rest of the state. It is important to note that Table 4.6 indicates that Lumpkin County followed the state trends regarding increases in all but two sectors, farming and manufacturing.

Table 4.5

Lumpkin County: Employment by Sector (%)										
Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Farm	14.76%	11.03%	8.32%	6.53%	5.18%	4.52%	4.00%	3.57%	3.22%	2.92%
Agricultural Services, Other	0.93%	0.97%	0.68%	1.12%	1.23%	1.23%	1.21%	1.20%	1.18%	1.17%
Mining	0.00%	0.00%	0.07%	0.09%	0.12%	0.12%	0.11%	0.10%	0.10%	0.10%
Construction	4.99%	6.17%	6.90%	9.10%	8.92%	9.44%	9.79%	10.01%	10.17%	10.29%
Manufacturing	16.71%	18.44%	17.57%	15.85%	14.07%	13.37%	12.82%	12.29%	11.75%	11.20%
Trans, Comm, & Public Utilities	3.18%	4.28%	2.98%	3.41%	3.46%	3.44%	3.42%	3.36%	3.28%	3.17%
Wholesale Trade	0.35%	1.15%	0.92%	0.88%	1.68%	1.63%	1.57%	1.52%	1.49%	1.47%
Retail Trade	12.77%	15.00%	15.57%	15.80%	17.10%	17.77%	18.59%	19.43%	20.23%	20.98%
Finance, Insurance, & Real Estate	3.03%	4.39%	5.65%	5.43%	6.55%	6.60%	6.68%	6.78%	6.86%	6.92%
Services	12.34%	15.15%	20.10%	21.17%	21.91%	22.61%	22.97%	23.30%	23.73%	24.34%
Federal Civilian Government	1.34%	0.97%	0.93%	1.14%	0.81%	0.75%	0.71%	0.67%	0.63%	0.59%
Federal Military Government	3.79%	1.80%	4.48%	4.11%	3.30%	2.99%	2.74%	2.54%	2.37%	2.23%
State & Local Government	25.81%	20.65%	15.82%	15.38%	15.68%	15.54%	15.39%	15.23%	14.98%	14.64%

Source: Woods & Pool Economics, Inc.

Table 4.6

Georgia: Employment by Sector (%)										
Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Farm	3.51%	2.55%	2.01%	1.63%	1.39%	1.24%	1.11%	1.00%	0.90%	0.82%
Agricultural Services, Other	0.60%	0.76%	0.85%	1.06%	1.13%	1.15%	1.16%	1.17%	1.17%	1.16%
Mining	0.32%	0.32%	0.29%	0.22%	0.20%	0.18%	0.17%	0.17%	0.16%	0.15%
Construction	5.07%	6.11%	5.75%	5.58%	6.10%	6.05%	5.94%	5.80%	5.66%	5.52%
Manufacturing	19.25%	17.53%	15.51%	14.27%	12.63%	12.07%	11.56%	11.03%	10.50%	9.97%
Trans, Comm, & Public Utilities	5.55%	5.51%	5.86%	5.72%	6.10%	6.17%	6.19%	6.16%	6.09%	5.97%
Wholesale Trade	6.34%	6.65%	6.18%	5.73%	5.69%	5.74%	5.73%	5.71%	5.69%	5.66%
Retail Trade	14.84%	16.13%	16.44%	17.14%	16.80%	17.08%	17.32%	17.51%	17.65%	17.76%
Finance, Insurance, & Real Estate	7.28%	6.98%	6.64%	6.36%	7.12%	7.05%	6.98%	6.91%	6.83%	6.76%
Services	18.30%	20.61%	23.75%	26.61%	28.63%	29.27%	30.10%	31.07%	32.16%	33.35%
Federal Civilian Government	3.08%	2.87%	2.79%	2.33%	1.90%	1.76%	1.63%	1.53%	1.43%	1.35%
Federal Military Government	3.36%	3.05%	2.46%	2.24%	1.93%	1.82%	1.71%	1.61%	1.51%	1.42%
State & Local Government	12.51%	10.92%	11.46%	11.11%	10.39%	10.44%	10.40%	10.33%	10.22%	10.10%

Source: Woods & Pool Economics, Inc.

4.3 Earnings, Wages, and Payroll

Historic and current figures for percentages of total payroll earnings by sector are given in Table 4.7 for Lumpkin County and in Table 4.8 for the state. In Table 4.7 the Lumpkin County government sectors showed a decrease going from 29 percent in 1990 to 27 percent in 2000. Farming showed the largest decrease of 3.4 percent followed by manufacturing at 2.4 percent. The largest increase was in construction at 2.8 percent followed by services at 2.5 percent. Earnings in all other sectors stayed relatively stable with only the finance, insurance and real estate sector changing more than 1 percent at 1.6 percent. When compared with the state in Table 4.8, Lumpkin County had higher percentage earnings in farming, construction, manufacturing, and retail trade, and lower percentage earnings in all other sectors.

Projections for 2010 indicate that Lumpkin County will mirror state trends in sector percentage earnings with the exception of higher earnings in constructions, requiring some technical but mostly manual labor skills. The service sector, also requiring lower skill levels, is projected to experience the largest percentage increase in earnings.

Table 4.7

Lumpkin County: Earnings by Sector (%)										
Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total (1996 \$)	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Farm (1996 \$)	-0.27%	10.75%	9.00%	6.40%	5.57%	5.16%	4.83%	4.57%	4.36%	4.19%
Agricultural Services, Other (1996 \$)	0.89%	0.54%	0.32%	0.43%	0.48%	0.49%	0.48%	0.48%	0.48%	0.48%
Mining (1996 \$)	0.00%	0.09%	0.00%	0.00%	0.23%	0.20%	0.18%	0.17%	0.15%	0.14%
Construction (1996 \$)	6.27%	5.84%	5.93%	7.96%	8.72%	9.13%	9.36%	9.48%	9.53%	9.57%
Manufacturing (1996 \$)	18.48%	20.16%	18.35%	17.66%	16.31%	15.90%	15.61%	15.31%	14.96%	14.56%
Trans, Comm, & Public Utilities (1996 \$)	7.07%	7.01%	5.35%	5.23%	6.28%	6.37%	6.42%	6.42%	6.35%	6.21%
Wholesale Trade (1996 \$)	0.38%	0.85%	2.42%	1.14%	2.03%	1.93%	1.83%	1.74%	1.67%	1.62%
Retail Trade (1996 \$)	11.05%	11.59%	10.42%	9.79%	10.55%	10.72%	11.00%	11.29%	11.57%	11.83%
Finance, Insurance, & Real Estate (1996 \$)	2.63%	2.32%	3.58%	4.68%	5.04%	5.27%	5.51%	5.74%	5.96%	6.15%
Services (1996 \$)	11.28%	10.55%	15.28%	17.89%	17.80%	18.87%	19.63%	20.37%	21.21%	22.24%
Federal Civilian Government (1996 \$)	2.73%	1.86%	1.40%	2.31%	1.59%	1.48%	1.40%	1.32%	1.25%	1.18%
Federal Military Government (1996 \$)	7.52%	2.34%	7.34%	7.10%	5.83%	5.30%	4.91%	4.61%	4.36%	4.16%
State & Local Government (1996 \$)	31.96%	26.09%	20.62%	19.39%	19.56%	19.17%	18.84%	18.52%	18.14%	17.68%

Source: Woods & Poole Economics, Inc.

Table 4.8

Georgia: Earnings by Sector (%)										
Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total (1996 \$)	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Farm (1996 \$)	0.16%	1.27%	1.36%	1.40%	0.98%	0.93%	0.89%	0.85%	0.82%	0.79%
Agricultural Services, Other (1996 \$)	0.37%	0.41%	0.46%	0.53%	0.59%	0.60%	0.61%	0.62%	0.62%	0.62%
Mining (1996 \$)	0.65%	0.48%	0.36%	0.29%	0.27%	0.25%	0.22%	0.21%	0.19%	0.18%
Construction (1996 \$)	5.66%	6.57%	5.82%	5.39%	6.00%	5.86%	5.67%	5.46%	5.26%	5.06%
Manufacturing (1996 \$)	22.54%	20.03%	17.51%	16.84%	14.86%	14.45%	14.05%	13.59%	13.08%	12.53%
Trans, Comm, & Public Utilities (1996 \$)	9.33%	8.85%	8.75%	9.43%	9.89%	9.99%	10.01%	9.96%	9.84%	9.63%
Wholesale Trade (1996 \$)	8.87%	9.04%	8.86%	8.17%	8.44%	8.36%	8.21%	8.05%	7.88%	7.71%
Retail Trade (1996 \$)	10.33%	10.64%	9.17%	9.08%	8.99%	8.97%	8.93%	8.87%	8.80%	8.71%
Finance, Insurance, & Real Estate (1996 \$)	5.44%	5.59%	6.43%	6.86%	7.57%	7.66%	7.73%	7.78%	7.81%	7.82%
Services (1996 \$)	15.63%	17.36%	21.95%	24.33%	26.77%	27.78%	29.02%	30.44%	32.02%	33.73%
Federal Civilian Government (1996 \$)	5.64%	5.11%	4.66%	4.17%	3.39%	3.11%	2.87%	2.67%	2.49%	2.33%
Federal Military Government (1996 \$)	3.72%	3.68%	2.69%	2.49%	2.06%	1.94%	1.83%	1.72%	1.62%	1.53%
State & Local Government (1996 \$)	11.67%	10.97%	11.97%	11.01%	10.18%	10.10%	9.95%	9.78%	9.58%	9.37%

Source: Woods & Pool Economics, Inc.

According to the 2000 Census figures, Lumpkin County's wage rates (Table 4.9) were \$149 below the state average weekly wage rates (Table 4.10). The wages rates for transportation and communications, financial, insurance, real estate, and manufacturing are competitive with other counties. The wage rates for the remaining sectors were much lower than the state averages. However, this is not unique. Higher

wage rates will be found in urban areas due to competition for workers, cost of living, and education demands.

Table 4.9

Georgia: Average Weekly Wages											
Category	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
All Industries	\$404	\$424	\$444	\$471	\$480	\$488	\$509	\$531	\$562	\$598	\$629
Agri, Forestry, Fishing	267	276	285	297	304	312	322	336	347	373	390
Mining	561	589	605	NA	NA	698	734	741	781	832	866
Construction	NA	434	439	451	461	479	508	534	556	590	623
Manufacturing	NA	450	473	503	511	531	555	588	620	656	684
Transportation, Comm, Util	NA	603	635	689	709	720	737	769	805	842	895
Wholesale	NA	603	632	669	695	711	729	762	809	873	932
Retail	NA	236	244	255	260	267	275	286	299	318	335
Financial, Insurance, Real Estate	NA	544	569	627	648	648	693	741	799	872	900
Services	NA	414	439	464	471	475	501	519	551	580	611
Federal Gov	NA	543	584	612	651	667	666	701	774	791	808
State Gov	NA	451	462	460	471	NA	493	517	533	561	579
Local Gov	NA	387	401	401	410	420	440	461	480	506	523

Table 4.10

Lumpkin County: Average Weekly Wages											
Category	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
All Industries	\$306	\$330	\$330	\$350	\$375	\$382	\$386	\$417	\$419	\$460	\$480
Agri, Forestry, Fishing	NA	272	NA	253	284	306	298	301	NA	NA	NA
Mining	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Construction	NA	275	290	259	312	320	336	368	380	512	495
Manufacturing	NA	341	339	385	403	426	407	477	480	515	559
Transportation, Comm, Util	NA	468	449	492	541	596	558	583	542	683	705
Wholesale	NA	NA	NA	NA	NA	NA	NA	NA	NA	371	442
Retail	NA	213	219	238	242	229	238	251	261	278	283
Financial, Insurance, Real Estate	NA	311	348	432	451	467	481	479	479	539	583
Services	NA	290	303	319	377	380	391	419	437	473	489
Federal Gov	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
State Gov	NA	NA	NA	NA	NA	NA	NA	NA	NA	508	509
Local Gov	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Source: U.S. Bureau of Labor Statistics

The following Table 4.11 for the state and Table 4.12 for the Lumpkin County reflect sources of personal income by type. These figures indicate that from 1990 to 2000, the percentage of change for Lumpkin County was very similar to the percentage of change for the state. Wages & salaries was the largest type source of income although the percentage was less for Lumpkin County due to a large residence adjustment as a type of income.

Table 4.11

Georgia: Income by Type (%)										
Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total (1996 \$)	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Wages & Salaries (1996 \$)	64.10%	62.15%	60.36%	59.07%	61.18%	61.09%	61.00%	60.94%	60.92%	60.92%
Other Labor Income (1996 \$)	8.41%	8.72%	8.68%	8.63%	6.84%	6.71%	6.60%	6.48%	6.38%	6.28%
Proprietors Income (1996 \$)	6.51%	6.97%	7.11%	7.96%	8.65%	8.52%	8.43%	8.34%	8.26%	8.19%
Dividends, Interest, & Rent (1996 \$)	13.05%	15.79%	17.34%	16.31%	16.80%	16.76%	16.70%	16.61%	16.49%	16.34%
Transfer Payments to Persons (1996 \$)	11.72%	10.73%	10.94%	12.62%	11.13%	11.25%	11.43%	11.66%	11.93%	12.25%
Less: Social Ins. Contributions (1996 \$)	3.54%	4.10%	4.33%	4.45%	4.49%	4.67%	4.86%	5.04%	5.19%	5.33%
Residence Adjustment (1996 \$)	-0.25%	-0.25%	-0.10%	-0.15%	-0.11%	0.33%	0.70%	1.00%	1.21%	1.35%

Source: Woods & Pool Economics, Inc.

Table 4.12

Lumpkin County: Income by Type (%)										
Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total (1996 \$)	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Wages & Salaries (1996 \$)	34.64%	31.39%	34.10%	33.86%	35.20%	35.48%	35.57%	35.54%	35.40%	35.18%
Other Labor Income (1996 \$)	4.88%	4.76%	5.82%	5.78%	4.31%	4.28%	4.24%	4.18%	4.10%	4.02%
Proprietors Income (1996 \$)	5.30%	12.16%	11.39%	10.41%	12.06%	11.99%	11.90%	11.77%	11.61%	11.41%
Dividends, Interest, & Rent (1996 \$)	13.16%	15.92%	18.38%	16.51%	16.88%	16.87%	16.97%	17.12%	17.29%	17.45%
Transfer Payments to Persons (1996 \$)	12.90%	10.95%	11.14%	13.91%	12.95%	13.20%	13.62%	14.15%	14.79%	15.53%
Less: Social Ins. Contributions (1996 \$)	1.61%	1.95%	2.46%	2.60%	2.63%	2.75%	2.87%	2.97%	3.04%	3.10%
Residence Adjustment (1996 \$)	30.73%	26.76%	21.63%	22.13%	21.23%	20.93%	20.57%	20.21%	19.85%	19.50%

Source: Woods & Poole Economics, Inc.

The following four tables contain information on employment by occupation/types of jobs held. The data in Table 4.14 for the nation and Table 4.15 for the state indicate that Lumpkin County is very similar to the state in percentage of employment by each category. Table 4.16 on the City of Dahlonega indicates a lower percentage employed in executive, administrative and management but higher in professional and technical specialty. This is probably due to the location of the North Georgia State University located within the city. The City of Dahlonega also has a much lower percentage of employment in the machine operators, assemblers and inspectors category than the nation, state, or county. Table 4.17 indicates that Lumpkin County also has a lower percentage of employment in the executive, administrative and managerial category than the state and nation. However, they have a much larger percentage of employment in both the machine operators, assemblers and inspectors and the precision production, craft and repair sectors than the nation or state.

Table 4.14

All of United States: US Employment by Occupation (%)		
Category	1990	2000
TOTAL All Occupations	100.00%	100.00%
Executive, Administrative and Managerial (not Farm)	12.32%	13.45%
Professional and Technical Specialty	14.11%	20.20%
Technicians & Related Support	3.68%	NA
Sales	11.79%	11.25%
Clerical and Administrative Support	16.26%	15.44%
Private Household Services	0.45%	NA
Protective Services	1.72%	NA
Service Occupations (not Protective & Household)	11.04%	12.01%
Farming, Fishing and Forestry	2.46%	0.73%
Precision Production, Craft, and Repair	11.33%	8.49%
Machine Operators, Assemblers & Inspectors	6.83%	9.45%
Transportation & Material Moving	4.08%	6.14%
Handlers, Equipment Cleaners, helpers & Laborers	3.94%	NA

Table 4.15

Georgia: GA Employment by Occupation (%)		
Category	1990	2000
TOTAL All Occupations	100.00%	100.00%
Executive, Administrative and Managerial (not Farm)	12.26%	14.03%
Professional and Technical Specialty	12.39%	18.68%
Technicians & Related Support	3.58%	NA
Sales	12.28%	11.64%
Clerical and Administrative Support	16.00%	15.14%
Private Household Services	0.51%	NA
Protective Services	1.70%	NA
Service Occupations (not Protective & Household)	9.77%	11.57%
Farming, Fishing and Forestry	2.20%	0.64%
Precision Production, Craft, and Repair	11.86%	9.02%
Machine Operators, Assemblers & Inspectors	8.50%	10.83%
Transportation & Material Moving	4.60%	6.63%
Handlers, Equipment Cleaners, helpers & Laborers	4.34%	NA

Table 4.16

Dahlonega city: Employment by Occupation(%)		
Category	1990	2000
TOTAL All Occupations	100.00%	100.00%
Executive, Administrative and Managerial (not Farm)	7.06%	6.96%
Professional and Technical Specialty	13.57%	23.52%
Technicians & Related Support	4.78%	NA
Sales	12.24%	14.82%
Clerical and Administrative Support	20.00%	18.00%
Private Household Services	0.00%	NA
Protective Services	0.55%	NA
Service Occupations (not Protective & Household)	14.98%	18.30%
Farming, Fishing and Forestry	2.04%	0.30%
Precision Production, Craft, and Repair	9.73%	7.14%
Machine Operators, Assemblers & Inspectors	8.47%	5.76%
Transportation & Material Moving	3.61%	2.52%
Handlers, Equipment Cleaners, helpers & Laborers	2.98%	NA

Table 4.17

Lumpkin County, GA: Employment by Occupation (%)		
Category	1990	2000
TOTAL All Occupations	100.00%	100.00%
Executive, Administrative and Managerial (not Farm)	8.50%	9.67%
Professional and Technical Specialty	7.98%	15.62%
Technicians & Related Support	4.24%	NA
Sales	8.94%	10.90%
Clerical and Administrative Support	12.71%	14.50%
Private Household Services	0.23%	NA
Protective Services	0.99%	NA
Service Occupations (not Protective & Household)	11.13%	12.19%
Farming, Fishing and Forestry	4.30%	1.11%
Precision Production, Craft, and Repair	16.64%	12.80%
Machine Operators, Assemblers & Inspectors	14.04%	15.22%
Transportation & Material Moving	6.29%	6.21%
Handlers, Equipment Cleaners, helpers & Laborers	4.01%	NA

4.4 Labor Force

The City of Dahlonega and Lumpkin County’s labor forces have experienced significant changes over the past 10 years. From 1990 to 2000, Lumpkin County’s labor force increased 46 percent from 7,325 to 10,776 (Table 4.18) The city’s labor force also increase 32 percent from 1,370 to 1,804 (Table 4.19) During the same period of time, both the male and female participation in the county’s labor force increased by 44 percent. The city’s male participation increased by 27 percent while the female participation increased by only 17 percent.

Table 4.18

Lumpkin County, GA: Labor Force Participation		
Category	1990	2000
TOTAL Males and Females	11406	16458
In Labor Force	7352	10776
Civilian Labor Force	7156	10553
Civilian Employed	6838	10130
Civilian Unemployed	318	423
In Armed Forces	196	223
Not in Labor Force	4054	5682
TOTAL Males	5572	8040
Male In Labor Force	4141	5765
Male Civilian Labor Force	3961	5561
Male Civilian Employed	3824	5429
Male Civilian Unemployed	137	132
Male In Armed Forces	180	204
Male Not in Labor Force	1431	2275
TOTAL Females	5834	8418
Female In Labor Force	3211	5011
Female Civilian Labor Force	3195	4992
Female Civilian Employed	3014	4701
Female Civilian Unemployed	181	291
Female In Armed Forces	16	19
Female Not in Labor Force	2623	3407

Source: U.S. Bureau of the Census

Table 4.19

Dahlonega city: Labor Force Participation		
Category	1990	2000
TOTAL Males and Females	2671	3275
In Labor Force	1370	1804
Civilian Labor Force	1337	1732
Civilian Employed	1275	1667
Civilian Unemployed	62	65
In Armed Forces	33	72
Not in Labor Force	1301	1471
TOTAL Males	1177	1376
Male In Labor Force	682	796
Male Civilian Labor Force	655	724
Male Civilian Employed	630	706
Male Civilian Unemployed	25	18
Male In Armed Forces	27	72
Male Not in Labor Force	495	580
TOTAL Females	1494	1899
Female In Labor Force	688	1008
Female Civilian Labor Force	682	1008
Female Civilian Employed	645	961
Female Civilian Unemployed	37	47
Female In Armed Forces	6	0
Female Not in Labor Force	806	891

Source: U.S. Bureau of the Census

When compared with the national and state percentage of labor force participation, Lumpkin County, at 65 percent, is right in line with the national rate of 646.92 percent (Table 4.20) and the state at 66.07 percent (Table 4.21). The city's participation rate is lower at 55 percent.

Table 4.20

All of United States: US Labor Force Participation (%)		
Category	1990	2000
TOTAL Males and Females	100.00%	100.00%
In Labor Force	65.28%	63.92%
Civilian Labor Force	64.39%	63.39%
Civilian Employed	60.34%	59.73%
Civilian Unemployed	4.05%	3.66%
In Armed Forces	0.89%	0.53%
Not in Labor Force	34.72%	36.08%
TOTAL Males	100.00%	100.00%
Male In Labor Force	74.48%	70.75%
Male Civilian Labor Force	72.82%	69.81%
Male Civilian Employed	68.18%	65.81%
Male Civilian Unemployed	4.63%	3.99%
Male In Armed Forces	1.66%	0.94%
Male Not in Labor Force	25.52%	29.25%
TOTAL Females	100.00%	100.00%
Female In Labor Force	56.79%	57.54%
Female Civilian Labor Force	56.60%	57.39%
Female Civilian Employed	53.10%	54.04%
Female Civilian Unemployed	3.51%	3.35%
Female In Armed Forces	0.19%	0.15%
Female Not in Labor Force	43.21%	42.46%

Source: U.S. Bureau of the Census

Table 4.21

Georgia: GA Labor Force Participation (%)		
Category	1990	2000
TOTAL Males and Females	100.00%	100.00%
In Labor Force	67.89%	66.07%
Civilian Labor Force	66.41%	65.00%
Civilian Employed	62.60%	61.43%
Civilian Unemployed	3.80%	3.57%
In Armed Forces	1.48%	1.07%
Not in Labor Force	32.11%	33.93%
TOTAL Males	100.00%	100.00%
Male In Labor Force	76.65%	73.11%
Male Civilian Labor Force	73.87%	71.20%
Male Civilian Employed	70.07%	67.65%
Male Civilian Unemployed	3.80%	3.55%
Male In Armed Forces	2.78%	1.91%
Male Not in Labor Force	23.35%	26.89%
TOTAL Females	100.00%	100.00%
Female In Labor Force	59.88%	59.43%
Female Civilian Labor Force	59.59%	59.15%
Female Civilian Employed	55.78%	55.57%
Female Civilian Unemployed	3.81%	3.59%
Female In Armed Forces	0.29%	0.28%
Female Not in Labor Force	40.12%	40.57%

Source: U.S. Bureau of the Census

Unemployment rates for Lumpkin County have shown a steady decline from 1990 to 2000. The 2000 rate of 1.8 percent was lower than both the nation and the state (Table 4.22). Compared to the surrounding counties, only Dawson County had a lower rate at 1.6 percent. According to the Georgia Department of Labor (GDOL), the 2002 Annual Averages support these numbers. Lumpkin County was at 3.4 percent, with the national rate at 5.8 percent, and the state at 5.1 percent. Latest figures from the GDOL show Lumpkin County at 2.4 percent, with the nation at 6.0, and the state at 3.8.

Table 4.22
+HISTORIC UNEMPLOYMENT RATES, 1990 – 2000
LUMPKIN & SURROUNDING COUNTIES, STATE AND NATION
(In Percentages)

JURISDICTION	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
United States	5.6%	6.8%	7.5%	6.9%	6.1%	5.6%	5.4%	4.9%	4.5%	4.2%	4.0%
Georgia	5.5%	5.0%	7.0%	5.8%	5.2%	4.9%	4.6%	4.5%	4.2%	4.0%	3.7%
Dawson County	5.1%	4.5%	6.1%	4.8%	4.0%	3.9%	3.1%	2.6%	2.4%	2.1%	1.6%
Fannin County	7.9%	7.1%	8.4%	7.6%	5.8%	6.2%	6.8%	7.4%	5.5%	4.5%	3.1%
Hall County	5.6%	4.8%	6.0%	4.5%	3.7%	3.6%	3.2%	3.0%	2.9%	2.6%	2.3%
Lumpkin County	5.1%	5.0%	5.4%	4.6%	2.8%	3.8%	3.2%	3.1%	3.2%	2.2%	1.8%
Union County	4.6%	4.4%	6.8%	6.1%	4.2%	3.9%	5.9%	5.8%	4.0%	3.4%	3.4%
White County	4.7%	5.2%	5.6%	4.3%	4.2%	3.2%	3.4%	4.2%	3.9%	4.5%	3.7%

Source: U.S. Bureau of Labor Statistics

4.5 Commuting Patterns

One of the most important factors in industrial development is the ability to provide an adequate labor force. The data collected, such as a low unemployment rates, indicate that the City of Dahlonega and Lumpkin County have such a labor force. However, commuter patterns suggest that there may be limited employment for residents living in the county. According to the U.S. Census, out of the 5,191 persons working in Lumpkin County in 2000, 69.6 percent lived in the county while the remaining workers commuted from surrounding counties (Table 4.23). Of the employed residents living in Lumpkin County, 51.3 percent worked in Lumpkin County with the remainder commuted to surrounding areas. The number of persons commuting to Hall County was 1,661 followed by Dawson at 769 and Forsyth County at 734 (Table 4.24). This trend has continued based on business development and residential activity along Georgia 400. It will be important for the City of Dahlonega and Lumpkin County to provide more employment opportunities to its residents in order to reduce the out-flow of workers. In addition, a proportional mix of commercial and industrial development will help minimize the tax burden on residential properties while providing more opportunities to local residents.

Table 4.23

Commuting Patterns		
Persons Working in Lumpkin County		
County of Residence	Number	Percent of Total
Lumpkin County	5,191	69.6%
Hall County	645	8.6%
Dawson County	353	4.7%
White County	335	4.5%
Forsyth County	201	2.7%
Union County	125	1.7%
Fulton County	102	1.4%
Habersham County	90	1.2%
Other	418	5.6%
Total Residents	7,460	100.0%

Source: U.S. Census Bureau – 2000 County-To-County Worker Flow Files

Table 4.24

Commuting Patterns		
Employed Residents of Lumpkin County		
County Where Employed	Number	Percent of Total
Lumpkin County	5,191	51.3%
Hall County	1,661	16.4%
Dawson County	769	7.6%
Forsyth County	734	7.3%
Fulton County	580	5.7%
Gwinnett County	260	2.6%
White County	252	2.5%
DeKalb County	161	1.6%
Other	510	5.0%
Total Resident	10,118	100.0%

Source: U.S. Census Bureau – 2000 County-To-County Worker Flow Files

4.6 Sector Establishments

Goods producing industries in Lumpkin County continued to decline over the past decade. There were a total of 120 industries in 2000 according to the Georgia Labor Department (Table 4.25). These firms employed more than 26 percent of Lumpkin County’s employed citizens. Their weekly wages averaged \$557. Agriculture, forestry and fishing declined to 0.8 percent of the employed workers. Farming continues to decrease as Lumpkin County continues to experience more residential and commercial development. Construction comprised 5 percent of the employment in 2000. This industry will continue to depend on new home purchases and low interest rates.

Manufacturing employment showed a steady increase from 1900 to 2000 (Table 4.25). This industry accounts for 20.4 percent of employment in the county. The number of manufacturing firms grew from 21 to 29 and the employment grew from 887 to 1,172 during this 10-year period. Transportation showed a slight increase in employment from 122 to 165 employed.

Service producing industries account for 47 percent of the employed with 2,719 workers (4.25). Wholesale trade firms increased from 7 to 13 over the 10-year period with employment going from 29 to 63. Retail, which represents 13.4 percent of the employment, also increased from 69 to 72 firms and from 540 to 770 employed.

Finance and insurance also continued to grow. There are four banks with 105 employees. Commercial bank deposits are good indicators of economic growth. Local banks play a key role in business development, as they are the primary source of financing for most ventures. Lumpkin County ranks 17th in the state in growth of deposits from 1995 to 2000. Health care/social services represent 11.8 percent of the Lumpkin County employment (Table 4.25). Lumpkin County has one 52-bed hospital with 29 medical doctors and 4 dentists. There are 6 emergency medical technicians. The Lumpkin County Health Department is available along with 1 private 102-bed nursing home.

Service jobs in the accommodation and food industries accounts for 10.2 percent of the employment. This is due in large part by the growth in tourism.

The private sector accounts for 73.9 percent of the Lumpkin employment. The number of federal government jobs grew from 49 jobs in 1990 to 69 jobs in 2000. The number of local government jobs increased from 469 in 1990 to 808 jobs in 2000.

Table 4.25

**INDUSTRY MIX
 2000**

<i>INDUSTRY</i>	NUMBER OF FIRMS	LUMPKIN EMPLOYMENT		<i>WEEKLY WAGE</i>
		NUMBER	PERCENT	
Goods Producing	120	1,501	26.2	\$557
Agriculture, forestry & fishing	7	44	0.8	365
Construction	84	286	5.0	517
Manufacturing	29	1,172	20.4	573
Wood product mfg.	5	137	2.4	438
Transportation equipment	3	165	2.9	558
Furniture & related mfg.	3	7	0.1	358
Miscellaneous mfg.	3	5	0.1	408
Service Producing	318	2,719	47.4	451
Wholesale trade	13	63	1.1	611
Retail trade	72	770	13.4	438
Trans & warehousing	14	138	2.4	722
Information	9	50	0.9	696
Finance and insurance	19	100	1.7	691
Real estate/ rental/ leasing	15	33	0.6	259
Prof., scientific/ tech	27	78	1.4	566
Administrative and waste	22	135	2.4	283
Health care/social services	50	676	11.8	584
Accommodation and food	44	584	10.2	211
Other services (except government)	26	62	1.1	372
Unclassified – industry not assigned	8	18	0.3	217
Total – Private Sector	446	4,239	73.9	487
Total – Government	24	1,497	26.1	586
Federal government	6	69	1.2	683
Local government	5	808	14.1	493
ALL INDUSTRIES	470	5,735	100.0	\$513

Source: Georgia Department of Labor. The data represents jobs that are covered by unemployment insurance laws.

4.7 Current Economic Development Programs

The two major entities promoting economic development in Lumpkin County are the Lumpkin County Development Authority and the Dahlonega-Lumpkin Chamber of Commerce. The major focus of the development authority is to promote the area for industrial development. This includes facilitating planning and development of infrastructure and assisting industrial prospects. The Development Authority also works toward improving those factors that influence economic growth such as quality education and a skilled labor force.

In relation to industrial development, the Authority has four major industrial sites. They include the Lumpkin County Industrial Park, the Dahlonega Industrial Park, the Red Oak Flats Industrial Park, and the 400 Industrial Park. The Long Branch Industrial Park is a 50-acre site currently under development. Major industries include Barry Grant, Inc., Dahlonega Transport, Long Branch Quarry, Mohawk Industries, PolyPortables, Inc., RefrigiWear, Inc., Southern Switches, Timpkin US Corporation, and Tyson Foods, Inc.

The Chamber of Commerce also participates in the encouragement of economic development. The chamber is involved in programs covering such activities as tourism and small business development. The chamber plays a major role in tourism development for the county coordinating marketing efforts and assisting groups and individuals who visit the area.

4.8 Tourism

Tourism plays a major role in the economic development of Lumpkin County. According to the chamber, tourism is responsible for 300 jobs and accounts for an estimated \$ 23.2 million in spending by visitors.

The tourism program is funded, in large part, by a 5% local hotel-motel tax under contractual agreement among the Chamber, Lumpkin County, and the City of Dahlonega. Tourism is influenced by two major factors. First, much of Lumpkin County is located in the Chattahoochee National Forest providing opportunities for such activities as camping, hiking, fishing, canoeing and other related outdoor activities. Second, the City of Dahlonega consists of many historic structures dating back to the city's gold mining days. One of these structures is the Dahlonega Gold Museum, which is the oldest public building in North Georgia and is the second most visited historic site in the state. Most of the shops and homes located around Dahlonega's square are on the National Register of Historic Places. The construction of Georgia Highway 400, which provides direct, four-lane divided highway access from the Atlanta metropolitan area, has been the most important facilitator in the growth of tourism.

Tourism related facilities in and around Lumpkin County include Dahlonega's public square, the gold coin exhibit housed in North Georgia State College an University's administration building, the Dahlonega Gold Museum, Cane Creek Falls, Desoto Falls Recreational Area, Amicalola Falls State Park, the Appalachian Trail, Dockery Lake, Cooper's Creek Recreational Area, the Chattahoochee National Forest, Waters Creek Recreational Area, Vogel State Park, Richard B. Russell Scenic Highway, Brasstown Bald, Chestatee Overlook, Woody Gap Overlook and various gold mines.

4.9 Education and Training

Education and training opportunities are important factors in promoting economic development. As technology continues to change, so must the skills and knowledge of the labor force. The presence of North Georgia University provides a variety of training opportunities in accounting, economics, finance, management, marketing, teacher education, chemistry, mathematics and computer science. The

Department of Continuing Education also offers a full schedule of classes, including traditional and on-line professional development courses, a full range of computer classes and recertification opportunities for several trades.

There are also numerous technical college campuses within an hour or less drive. Lanier Technical College in Hall County is the primary provider of technical training for Lumpkin County. Table 4.27 provides a breakdown of the Lumpkin area residents who have graduated from one of the programs offered through Lanier Tech. The largest number of graduates has been in the service programs with 67 Customer Service Specialist, followed by the health related fields with 55 EMTs and Computer Information Systems with 46 graduates.

The most critical educational level is the primary and secondary education. These levels represent the future labor force and are the levels where the country can have the most influence. Lumpkin County has 4 public schools with 206 teachers, 3260 students,, and 136 high school graduates in 2001, and 3 private schools with 34 students.

Table 4.26

**Technical College Graduates, 2001-2002
 Lumpkin Area**

<u>PROGRAM</u>	<u>GRADUATES</u>	
BUSINESS TECHNOLOGIES		
Accounting	33	
Business and Office Technology	23	
Computer Information Systems	46	
Marketing Management	16	
Microcomputer Specialist		15
HEALTH TECHNOLOGIES		
Dental Hygiene	13	
Medical Assisting		10
Paramedic Technology	17	
Practical Nursing		17
Surgical Technology	8	
INDUSTRIAL TECHNOLOGIES		
Drafting		9
Electronics	23	
Industrial Maintenance	14	
Machine Tool Technology		10
Motorsports Engine Technology	7	
Printing and Graphics Technology		10
PERSONAL/PUBLIC SERVICE TECHNOLOGIES		
Cosmetology	12	
Criminal Justice	18	
Early Childhood Care and Education	24	
Fire Science	6	
TECHNICAL CERTIFICATES		
Auto Body/Collision Repair	8	
Business Management	7	
CAD Operator	21	
Child Development Associate	7	
Cisco Specialist	43	
Computer Applications	42	
Customer Service Specialist	67	
Data Entry	10	
Emergency Medical Technician	55	
Graphic Arts	11	
Leadership Development	11	
Manufacturing Specialist		36
Medical Office Administration	10	
Motor Control Technician		11
Nurse Assistant	11	
PC Maintenance Technician	8	
PC Operations	11	
Telecommunications Service Technician	17	
Warehouse and Distribution Specialist	11	

Definitions: All graduates except those listed as technical certificates are diploma and degree graduates. Diploma and degree programs are one to two years in length. Technical certificates are less than a year in length.

Note: Only those programs with five or more graduates are listed.

Source: Office of Technical Education; Georgia Department of Technical and Adult Education Program Enrollment Exits/Placement Analysis

Economic Development Goal ... maintain a growing and balanced economy, consistent with local resources.

Develop strategies to encourage existing quality commercial and industrial businesses to remain in Lumpkin County; and strive to create opportunities for tourism through promotion of historic and natural resources.

Develop regulations for business growth within the County for the tourism, hospitality, retail and restaurant industry.

Organize and empower a taskforce to investigate available State funds for business and industry incubation and development.

Institute a high standard of aesthetics in the tourism-oriented areas.

Ensure that non-residential site development blends with the existing landscape with regard to the rural character of the County.

Strive to develop a superior educational and job-training environment.

Strategies that will address these needs include...

Commercial Strategies...

Continue to coordinate with, and support the Lumpkin County Chamber of Commerce in the retention of existing businesses and the attraction of new businesses.

Streamline and coordinate processes for business licenses, building applications, permits, plan review for existing and new buildings, and other required procedures.

Estimate the future needs of the commercial sectors; broken down between neighborhood, community, regional and tourism sub sectors. Identify and designate sufficient area for commercial uses on a Future Land Use Map.

Create appropriate retail and commercial opportunities, which are compatible with established neighborhoods and planned residential development, and that do not impede the flow of traffic or require the County to make significant roadway improvements.

Establish up to date reasonable and responsive performance standards for commercial sites and structures to provide for flexible uses. These should include adequate parking, loading, signage, setbacks and buffers, traffic access and site circulation, and safety provisions, while ensuring a balance and harmony between commercial areas and residential areas.

Require quality architectural and site design with the use of attractive and durable finishing materials, landscaping, and infrastructure elements.

Continue to work with the City of Dahlonega to enhance their main street pedestrian-oriented environment through attraction of new business to the area, particularly specialty shops, and the encouragement of existing businesses to continue to operate in the downtown.

Industrial Strategies...

Identify what constitutes quality industrial development, utilizing potential tax revenues, service expenditures, quality of worker, environmental effects of industries, and other factors as indicators prior to approval of industrial uses.

Consider the development of a quality growth district or other specialized criteria for rural areas that emphasizes the maintenance of the existing rural character.

Identify and plan infrastructure to meet the needs of industrial properties.

Other Strategies...

Establish an education roundtable to discuss ways to maintain and improve the quality of the public education system and to encourage greater participation at the college level.

Encourage the development of a local apprenticeship program, which provides technical, mechanical, and crafts experience to local children.

Maintain and enhance measures to combat litter and maintain physical integrity of structures in surrounding areas.

**CHAPTER FIVE
HISTORIC RESOURCES**

Historic resources include structures and sites, rural resources, community landmarks, archaeological and cultural sites, and the historic environment in which they exist. They serve as visual reminders of Lumpkin County's past, providing a link to its cultural heritage and a better understanding of the people and events which shaped the patterns of its development. Preservation of these resources makes it possible for them to continue to play an integral, vital role in the county and its communities. Because historic resources are irreplaceable, they should be protected from deterioration and the intrusion of incompatible land uses. Preservation can also provide the people of Lumpkin County with substantial savings in cost of infrastructure through the reuse of facilities and utilities and is often less expensive than demolition and new construction. The preservation and the reuse of historic structures can also attract tourism and promotes a quality of life that industry, new businesses, and residents find attractive in communities.

Historical Narrative

The area which is now Lumpkin County was part of the Cherokee Nation. It is not known for certain how long the Cherokee inhabited the lands, but evidence suggests they may possibly have been in North Georgia for thousands of years. According to the 1825 Census records, the Cherokee Nation had a population of a little over 13,000. Observers during this period described several villages with flourishing commercial activity. Operations owned and run by the Cherokee included sawmills, gristmills, blacksmith shops, cotton gins, public schools and a newspaper. Also included in the 1825 census were 1,277 black slaves owned by the Cherokee.

White settlement in the area which is now Lumpkin County was sparse before the 1820s, but a few settlers arrived as early as 1810. The discovery of gold around 1828 led to the country's first major gold rush. This event also prompted the intrusion onto, and the taking of, the Cherokee lands. In 1830, Georgia claimed ownership of the Cherokee lands and called it Cherokee County. In 1832, the State further divided this area into 10 counties.

Lumpkin County named for Governor Wilson Lumpkin, was created by Legislative Act on December 3, 1832 from parts of Cherokee, Habersham and Hall Counties. Around this time, the county was

divided into 40 acre gold lots and 160 acre farm lots and distributed by lottery. With the increase of "intruders" hungry for gold and land, the rights of the Indians were gradually stripped away. This culminated in the removal of the Cherokee to Indian Territory west of the Mississippi River by 1838 in the infamous "Trail of Tears". However, some Cherokee remained in North Carolina. Today, the heritage of the Cherokee may be seen in place names such as Etowah, Chestatee, Dahlonega, Yahoola and Wahsega.

Auraria, one of the first settlements in Lumpkin County, developed in response to the gold rush. The fast growing town was strategically located between the Chestatee and Etowah Rivers where mining was occurring. The town was originally called Nuckelsville after Nathaniel Nuckells, who built a hotel there in 1832. The name was changed to Auraria in 1833.

It is believed that early in its existence, Auraria may have had several thousand residents, which decreased significantly by the 1850s. At its peak, the town of Auraria had 18-20 stores, 4-5 taverns and 15 law offices. The Old Graham Hotel, c. 1833, is currently the only structure surviving from this early period. However, it is in a dilapidated state and may already be considered lost.

Dahlonega, located five miles north of Auraria, was established as the permanent county seat in 1833. In 1836, the original log courthouse was replaced with a permanent brick courthouse, presently the oldest public building in North Georgia.

As the importance and amount of gold mining in North Georgia increased, the U.S. government established a U.S. Branch Mint at Dahlonega for the minting of gold coins. The mint was closed in June, 1861 due to the outbreak of the Civil War. In 1871, ownership of the building was transferred to the State of Georgia for the establishment of North Georgia Agricultural College, now North Georgia College. The Branch Mint building was destroyed by fire in 1878 and on its foundation was constructed Price Memorial Hall.

The peak of gold mining in Lumpkin County was from 1829 to 1840. Toward the late 1840s the easy gold began to "pan out." This caused many miners to move on to newer prospects in the gold fields of California and Colorado. However, gold mining did not disappear out of Lumpkin County altogether. New efforts at gold mining started again in the mid 1850s and again in the early 1900s as mining technologies developed.

As in many counties of North Georgia, agriculture played an important part in the economy of Lumpkin County. Farms were small and self-sufficient due to the rugged terrain of the county. Thus, the plantation system with its reliance upon slave labor and cotton was never widely established, however, cotton was grown in the county well into the 1900's. Common agricultural activities included row crop production, timbering, raising livestock, and, in the 1940s and 1950s, poultry production.

While resorts existed in Lumpkin County in the late nineteenth and early twentieth centuries, such as Porter Springs, tourism has become a large part of the present day economy. In the mid 1960s, the old courthouse was acquired by the State and was restored for use as a gold museum. Also, land acquisition by the federal government has provided thousands of acres of wildlife and natural preserves, as well as recreational areas. Finally, the City of Dahlonega, with its historic square and association with the gold mining past, attracts many tourists.

Historic Properties

Lumpkin County's historic properties have been categorized according to property type to help identify them more clearly. These categories include: residential resources, commercial resources, institutional resources, rural resources, and historic, archaeological and cultural resources.

It is important to emphasize that the exclusion of some historic resources from the following sections does not necessarily indicate that they are not significant or worthy of preservation.

Residential Resources

The greatest majority of historic building stock in Lumpkin County are residential structures. The historic residential buildings are primarily of simple common (vernacular) designs, with the majority dating from the late 1800s and early 1900s. There are a few antebellum houses (pre-1860) remaining, however, most of these have been altered, abandoned, or are suffering from demolition by neglect.

Some vernacular historic structures in Lumpkin County exhibit restrained stylistic elements, but the majority do not have a great deal of ornamentation. Those houses that do possess stylistic elements exhibit primarily Greek Revival (entranceways, massing), Victorian-era (porch posts, trim), or Craftsman (brackets, porch posts) stylistic features. The infrequency of high style structures may be attributed to the rural agricultural nature of Lumpkin County.

Styles and types of residential structures in Lumpkin County remain fairly consistent with its rural heritage, exhibiting local craftsmanship and the utilization of local materials. Almost all of the historic residential structures are wood frame houses and most have stone chimneys. Some structures have brick chimneys or a combination of stone and brick.

Log construction still exists in Lumpkin County, however, many of these structures have been abandoned, moved, or converted for use as barns or other outbuildings. An example of log house construction may be seen at the Poore Homeplace site. Located on Highway 60, the Poore log house is reputed to have been built prior to 1835. It is one and a half stories, side gable, with a rear ell addition. A similar log structure is the Stephens log house located on Emory Stephens Road. A rather unique example may be seen off Cavender Creek Road. This log structure has a pyramidal roof, interior stone chimney, and saddle notched logs.

The most commonly represented house types in Lumpkin County are the hall and parlor, plantation plain, central hall, saddlebag, and bungalow. Hall and parlor, central hall and saddlebag types all tend to be two rooms wide with differences being in the floor plan. The hall and parlor is usually one room deep and consists of two rooms unequal in size with the entrance leading into the larger of the two rooms. The central hall consists of two rooms separated by a hallway. It is one room deep and frequently has one or two exterior chimneys. The saddlebag is easily recognizable with two rooms separated by a chimney. Normally, it has a side gabled roof, is one room deep, and has either one or two entrances. All three of these types can be found intact, or with various additions either to the front, rear, or side of the structure. A common vernacular historic residence found in Lumpkin County is a one and a half to two story frame hall and parlor type with a small gable in the center front. These gables often have fishscale, diamond, or sawtooth pattern shingles. Window sashes are generally four panes over four panes. The roof may be either a side gable or hipped roof and porches are almost always present. One or two exterior chimneys may be made from stone and/or brick.

The plantation plain was also found in Lumpkin County. This house type is characterized by a tall, narrow, two-story profile and exterior chimneys. They tend to have varying stylistic elements, such as Greek Revival entrance ways and moldings, or Victorian-era turned woodwork and trim. Variations of the

plantation plain type in Lumpkin County include one and a half story forms with shed or half-hipped full-width porches, and rear ell or shed room extensions. An excellent example is the Davis-Reagan House on Highway 9 west of Dahlonega. This house has a Greek Revival entrance characterized by a transom and sidelights, as well as dentil moldings and chamfered trim on door and window surrounds. Another example is the London Farmhouse on Long Branch Road with its two-story full facade porch and rear ell addition.

The bungalow house type was also found in Lumpkin County. It is characterized by their overall rectangular shapes and irregular floor plans. Houses of this type are generally low and have varied roof forms and integral shed, or half-hipped porches.

Lumpkin County's historic residential structures range in condition from deteriorated to good. High concentrations of intact residential structures are located in the southeastern, as well as the northern part of Lumpkin County. The historic residential structures in Lumpkin County are significant for representing the various stages of settlement and development in the County. Although exact dates of construction for most structures are unknown, many were found to have been built in the late 1800s and early 1900s.

Commercial Properties

Few historic commercial structures remain standing in rural Lumpkin County. Most commercial buildings that remain are in poor condition and in danger of being lost to neglect in the next few years. Those remaining that are still recognizable as commercial structures take various forms. One of the best examples of an intact store in Lumpkin County is the Woody Store in Auraria. This two-story wood frame structure has a gable front and is typical of late 19th and early 20th century commercial buildings that were once found in the County. One-story commercial buildings were also found.

Institutional Resources

Institutional resources in Lumpkin County include structures such as schools, churches, and government buildings. Several historic schools still exist, although many have been abandoned and are suffering from demolition by neglect. Two excellent examples remaining include the Lydia School on Porter Springs Road and the old Pisgah School near Turner's Corner. Both buildings exemplify the one-room school type that was once so prevalent in Lumpkin County before the schools were consolidated in 1958.

The local church in Lumpkin County was very important to communities not only as spiritual centers, but also as meeting places for the district. Most of these churches were of basic clapboard construction with rectangular plans. The church would sometimes have a steeple or, in the case of Mt. Zion Church on Highway 115, two towers on either side of the front of the building. Overall, the design remained fairly simple. Many later churches were constructed of brick, or older churches are covered by brick veneer. A good example of a brick church is Mt. Pisgah near Turner's Corner constructed in the 1920s. Some churches, though founded long ago, have torn down their original church buildings, or have remodeled them to the point of being unrecognizable.

Rural Resources

Rural resources can include numerous aspects of a community. These resources include, but are not limited to, barns and outbuildings associated with agricultural activity, open space such as pastures and fields, abandoned rail beds, bridges, and scenic byways. Lumpkin County's history, for the most part, is centered around its history as one of the sites of the nation's first gold rush and its rural heritage. Its landscape reflects this heritage and should be preserved as much as possible.

One of the legacies of the gold mining era in Lumpkin County is the impact it left upon the landscape. Mining practices of the 19th and early 20th centuries caused varying degrees of erosion. The result of this can still be seen in some parts of the county. An example of this is the Barlow Cut located on Cane Creek off Auraria Road. Another area that exhibits the result of mining practices is located along the historic copper mining area along the Chestatee River in the eastern part of the county.

Lumpkin County has a strong rural heritage which is apparent in the many barns and outbuildings remaining throughout the county. These farm buildings can be found either clustered together or alone in the field of an abandoned farm. Unfortunately, some of these buildings are no longer in use and suffer from demolition by neglect. However, there are many farmsteads which still use and maintain these structures. An example of this rural landscape can be seen at the London Farm at the intersection of GA 400 and Highway 60. Situated near the Chestatee River on Long Branch Creek, the London Farm retains some of its historic setting. Its many outbuildings appear to be largely intact and well-maintained. The Davis-Reagan house and farm also possesses many outbuildings of varying types and styles.

Other rural resources include the remains of old grist mills, such as the one located at the Abercrombie-Barnes Farm in the southeastern part of the county. Old bridges, such as the one located off Highway 60 on the Chestatee River offer evidence of past transportation routes. There are many areas in Lumpkin County exhibiting extraordinary scenic views, as well as picturesque countryside, agricultural landscapes, and river and mountain corridors. These resources contribute to the quality of life enjoyed by residents and tourists and should be protected against uncontrolled growth and development.

Historic, Archaeological, and Cultural Sites

A variety of historic, archaeological, and cultural resources exist in Lumpkin County. Among them are the many gold, copper and mica mines left over from the mining days. These sites offer both historic and archaeological information on mining practices of the 19th and 20th centuries. Other historic resources include: "The Station," located off Auraria Road, which was the site of a U.S. fort in 1838 and served as General Winfield Scott's headquarters; Wahoo Church Cemetery, located on SR 52, contains graves dating to the early period of the county's existence with unique house tombs and discs atop the headstones; Antioch Cemetery in Auraria also contains graves dating to the early 1830s; the tunnel near Blackburn Park which was blasted through the mountain to shift the course of the Etowah River; and Trahlyta's Grave at Stonepile Gap. These sites, as well as others not mentioned, have potential in the areas of heritage tourism and education programs.

A formal county-wide survey of Lumpkin County's archaeological resources has not been undertaken. Knowledge of such resources consists of information gathered by a variety of means. They range from surveys and investigations of varying scale such as those conducted on U.S. Forest Service lands, to reported sightings by individual collectors and professionals. These archaeological sites, most specifically the prehistoric, are susceptible to damage caused by development or collection by non-professionals who do not properly record the site information and locations.

Archaeological sites need not be prehistoric to be significant. There are a few sites in Lumpkin County that relate to events ranging from the early settlement period to the early twentieth century. For instance, remnants of the Town of Auraria may supply valuable information on the town's development and its role in the early gold rush.

Since Lumpkin County was part of the last remaining Indian land in Georgia, the archaeological potential in this area is very promising and should be further investigated.

The Chestatee and Etowah Rivers exhibit a high potential for containing both prehistoric and historic archaeological resources. They are archaeologically and historically sensitive areas and may be irrevocably damaged by insensitive development and despoliation. Archaeological resources that may be present in and along other water resources are similarly sensitive to damage and should be protected and guarded against any further damage.

Potential archaeological sites need to be protected as important parts of the county's historic or prehistoric cultural resources. Appropriate management should incorporate an archaeological survey of the properties as an initial stage of resource planning. Such an inventory would provide a basis on which to plan development and evaluate research potential for addressing questions about the past.

Impacts on Historic Resources in Lumpkin County

Some negative impacts on Lumpkin County's historic resources exist. Development of land on or near cultural or historic sites poses a potential threat to Lumpkin county's most important resources. Resources along GA 400 and other major transportation corridors appear to be the most vulnerable to development or incompatible land uses. A current example is the development taking place at GA 400 and GA 60 and its proximity to and effects on the London Farm. If such development along this corridor continues, some consideration should be given to the adaptive use, or sensitive treatment of historic structures. Careful planning of the county's growth and development should include the recognition and protection of historic resources, as well as promotion of compatible development.

Demolition by neglect is one of the major negative impacts on historic resources in Lumpkin County. Demolition by neglect occurs when property is abandoned and then deteriorates or when a property owner allows a structure to go unmaintained until the structure becomes derelict beyond repair. Many historic resources in Lumpkin County will be lost if not restored within the next few years. The permanent loss of historic and cultural resources would be detrimental to the county. Only by informing the residents of the county of the economic and cultural benefits historic resources provide will the problem of demolition by

neglect decrease. These benefits include an increase in heritage tourism, economic development, and an understanding of the county's rural past.

Inappropriate alterations have also impacted some of Lumpkin County's historic resources. It is important to take into consideration the historic character of a structure when undertaking rehabilitation projects. Guidance from the Regional Preservation Planner, the State Office of Historic Preservation, or a private consultant should be considered.

Strategies for Historic Preservation

The following are elements of a potential preservation plan for Lumpkin County. They are suggested steps to follow to implement preservation in Lumpkin County, but are by no means a complete plan in themselves. Much more extensive research and time would be necessary to produce such a plan. Ideally, the community can pursue all of the following objectives, but it is wise to take one at a time to achieve long-lasting and community supported preservation.

Survey

The most recent survey of Lumpkin County's historic resources was undertaken by the Department of Natural Resources in 1976 (see Map 7-1). This survey, while good, is not comprehensive. Many important historic resources were not included in the survey, and some of the 62 historic resources that were surveyed have been demolished, either outright or by neglect or destroyed by fire. However, an updated survey would most likely reveal more historic resources and more detailed information about the properties.

Surveys can be used to identify individual buildings and districts for possible listing in the National Register or Georgia Register of Historic Places; support local governmental agencies; aid preservation and land-use planning; and promote research of the states history and architecture. Also, through the public's participation, encouraged by the Office of Historic Preservation surveys can increase awareness of, and interest in, a community's historic buildings.

Analysis and Recognition of Historic Resources

Once a community or county knows what its historic resources are, then it can begin to recognize these resources and bring community attention to their significance. One tool a community can use to achieve this is the National Register of Historic Places. The National Register of Historic Places is the

nation's list of historic buildings, structures, sites, objects, and districts worthy of preservation. Although listing on the National Register does not protect properties from alteration or demolition, it serves as a good way to bring recognition of and pride in a community's historic properties. National Register landmarks and districts also serve to pinpoint areas in a community where preservation and local protection can be implemented. Some potential National Register nominations include multiple property nominations in the Old Leathers Ford Road/Mt. Olive Church area, along Porter Springs Road and the Turner's Corner area, and a district nomination of Auraria and possibly Camp Wahsega. Opportunities for individual nominations throughout the county also exist. The Preservation Planner at the Georgia Mountains Regional Development Center or the State Historic Preservation Office in the Department of Natural Resources should be contacted to assist in the determination of eligibility of the resource(s) and in the preparation of National Register nominations.

Once all of the county's resources have been determined, the community needs to decide which of these resources are most important to preserve, usually those deemed worthy of National Register recognition, and they should be informed of the benefits of preservation including:

- ! Historic resources are top tourist destinations. Revitalized buildings and historic districts attract new business and tourists, stimulating retail sales and increasing sales tax revenue.
- ! Historic rehabilitation creates new jobs during construction and later in new offices, shops and restaurants.
- ! Increased attractiveness for increased investment.
- ! Tax incentives are available for rehabilitation.
- ! Less energy is required to rehabilitate old buildings than to demolish and replace them with new construction.

Goals and priorities should be set for the preservation of these resources. Such goals might include preserving specific rural areas of the county and making the community aware of their importance, protecting the most important historic resources in the county from demolition or demolition-by-neglect, or implementing a heritage education program based on the county's archaeological and architectural resources.

The final step in developing a plan for preservation in Lumpkin County is to implement the tools and actions needed to achieve the community's goals. These tools or actions may include survey, National Register designations, a city/county preservation ordinance, financial incentives and community development programs. Information about these programs may be obtained from the Georgia Mountains Regional Preservation Planner or the State Office of Historic Preservation in the Department of Natural Resources.

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NATURAL RESOURCES

Introduction

This chapter provides an inventory of the natural resources in Lumpkin County, assesses the natural environmental limitations posed on future development, and establishes a set of goals and objectives designed to protect and preserve the natural resources of the County.

Weather and Climate

The climate of Lumpkin County is strongly influenced by the rugged mountainous terrain. Summers are mild and winters are cold. Generous precipitation occurs throughout the year with heavier amounts in winter and early spring.

Summer temperatures are usually pleasant. Afternoon highs are normally in the mid 80's to near 90°F., or higher, on less than one-third of the days. Readings as high as 100°F., are very rare. The highest temperature of record is 103°F. in July, 1952. The temperature drops sharply after sunset, reaching the mid to low 60's by early morning. The average summer minimum is 63.6°F.

Winters are moderately cold but not severe. Early morning temperatures are below freezing on about 3 out of 5 days from December through February and on almost one-third of the days in November and March. Two years out of 3 have one or more days with a minimum under 10°F. and an occasional strong cold wave will bring readings of zero, or below, for short periods. The lowest temperature of record is -11°F. in February, 1899. The lowest in recent years is -6°F in January, 1966.

The mountainous terrain results in large differences in minimum temperatures over the area. On clear still nights, radiationally cooled air drains down the slopes and into the valleys to produce cold air pockets. Under extreme conditions, early morning temperatures may be 10°F. to 15°F. lower in the valleys than on nearby slopes. The orientation of a slope or hill may also influence its temperature regime. A south-facing slope receives more radiation than one facing north and may have a significantly warmer microclimate. Knowledge of the terrain and its influence on local temperature can be important in temperature sensitive operations.

Except during the coldest weather, winter days normally warm to the 50's with some readings in

the 60's each year. The average maximum for the three winter months is 51.8°F.

The weather is quite variable in spring with several rainy periods likely, especially in March and early April. Sunny weather with mild days and cool nights are typical of fall. The average dates of the last spring and first fall freezing temperatures are April 8 and November 1, respectively, giving an average freeze-free growing season of 207 days. The last spring freeze has occurred as early as March 13, and as late as May 2. The date of the first fall freeze has ranged from September 30 to December 2.

Annual precipitation averages 62 inches but has varied from 86.12 inches in 1929 to only 39.22 inches in 1904. Winter and spring are the rainiest seasons with a secondary maximum in mid-summer of more than 5 inches. Autumn is normally the driest part of the year but even October, the driest month, averages almost 3.5 inches. Calendar month extremes for precipitation are 20.62 inches in December 1932 and zero in October 1963. Only a trace fell at the station in October 1904. Snowfall contributes to winter precipitation during more than half the years. One of the snowiest winters of record was 1935-36 when 21 inches fell from December through February. A late winter storm dropped almost 15 inches of snow on the area in March 1942. Recent weather events, such as the 8-year long drought that only recently began to subside as rainfall returned during the fall and spring of 2003.

Prevailing wind directions usually parallel the ridges which run mainly northeast-southwest. Wind speeds generally average lower in the forested mountain area than farther south.

Physiography

The highest elevation in Lumpkin County is found at Blood Mountain, which is 4,400 feet high. The lowest elevation is found where the Etowah River leaves the county in the southeast corner.

Lumpkin County lies within two physiographic provinces: the Blue Ridge Province, Southern Blue Ridge Section; and the Piedmont Province, Southern Piedmont Section, Upland Georgia Sub-section. The northern section of the County lies within the Blue Ridge Mountains District, which is characterized by a mass of rugged mountains, and ridges ranging in elevation from 3500-4700 feet in the north and east of the district to 3000-3500 feet in the southwest of the district. The southern boundary of the Blue Ridge abuts the Piedmont Province at approximately the 1700-foot elevation where a sharp change in regional slope occurs.

Approximately three-quarters of Lumpkin County lies in three districts of the Piedmont Province. The majority of the county is found in the Dahlonega Upland District. This district is characterized as being rough and hilly in the northeastern portion with stands from 1500-1700 feet above sea level. In the southern and southwestern portions, the surface elevation drops to 1200 feet. The southern and western boundaries are formed by the low, linear, parallel ridges of the Hightower-Jasper Ridges District.

The Hightower-Jasper Ridges District is found in the lower quarter of Lumpkin County. The district consists of a series of low, linear, parallel ridges separated by narrow valleys. The Hightower Ridges range in elevation from 1500 feet in the northeast to 1000 feet in the southwest. Relief in this area varies from 500 feet in the northeast to 200 feet in the southwest.

The remaining southeastern portion of the county lies within the Central Uplands District. This district is characterized as having a series of low, linear ridges, 1300-1500 feet above sea level, and separated by broad, open valleys. Streams flowing through this section occupy valleys 150-200 feet below the ridge crests.

Soil Types

An analysis of the types of soils in Lumpkin County and their suitability for certain land uses is an important component of the Comprehensive Plan. Lumpkin County has a broad range of silts, which are listed by symbol and name in the following table, along with the limitations of each soil type on dwelling foundations, septic tank utilization, and commercial structures.

**LUMPKIN COUNTY
COMPREHENSIVE PLAN**

NATURAL RESOURCES ELEMENT

Table 6-1. Soil Types in Lumpkin County as Identified in the USDA Soil Conservation Service Soil Survey of 1972.

Symbol	Soil Name (% Slope)	Foundations for Dwellings	Septic Tank Utilization	Commercial Structures	Acres	% of Total County Acreage
AmC2*	Appling sandy loam (6-10)	Sl	M	M	5	.003
AcG	Ashe stony loam (60-90)	Se	Se	Se	4,250	2.3
AEE	Ashe/Edneyville stony loam (10-25)	Se	Se	Se	1,670	.9
AEF	Ashe/Edneyville stony loam (25-60)	Se	Se	Se	6,400	3.4
AWB**	Augusta fine sandy loam (2-6)	Se	Se	Se	415	.22
AwC	Augusta fine sandy loam (6-10)	Se	Se	Se	255	.14
Bfs	Buncombe loamy sand (0-6)	Se	Se	Se	530	.28
BvF	Burton loam (15-50)	Se	Se	Se	90	.05
Cac**	Cartecay complex (0-2)	Se	Se	Se	2,875	1.5
CCF	Chandler loam (25-60)	Se	Se	Se	1,215	.65
Con*	Conagree/Starr soils (0-2)	Se	Se	Se	1,555	.83
EPD	Edneyville/Porters loam (10-15)	M	M	Se	1,345	.727
EPE	Edneyville/Porters loam (15-25)	Se	Se	Se	2,480	1.3
EPF	Edneyville/Porters loam (25-60)	Se	Se	Se	5,475	2.9
EPG	Edneyville/Porters loam (60-80)	Se	Se	Se	1,520	.82
FaB*	Fannin fine sandy loam (2-6)	Sl	M	M	290	.16
FaC*	Fannin fine sandy loam (6-10)	Sl	M	M	4,675	2.5
FaE	Fannin fine sandy loam (10-25)	M to Se	Se	Se	10,950	5.9

**LUMPKIN COUNTY
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Symbol	Soil Name (% Slope)	Foundations for Dwellings	Septic Tank Utilization	Commercial Structures	Acres	% of Total County Acreage
FbC2	Fannin sandy clay loam (6-10)	Sl	M	M	1,495	.80
FbE2	Fannin sandy clay loam (10-25)	Se	Se	Se	2,515	1.4
FcF	Fannin soils (25-60)	Se	Se	Se	55	.03
Gul	Gullied land		Not Rated		805	.43
HIB*	Hayesville sandy loam (2-6)	Sl	M	M	345	.19
HIC*	Hayesville sandy loam (6-10)	Sl	M	M	3,500	1.9
HIE	Hayesville sandy loam	M to Se	Se	Se	21,240	11.4
HJC3*	Hayesville sandy clay loam (6-10)	Sl	M	M	1,185	.64
HJE3*	Hayesville sandy clay loam (10-25)	Se	Se	Se	3,630	1.9
HKC3	Hayesville/Rabun clay loam (6-10)	Sl	M	M	2,390	1.3
HLC*	Hayesville/Rabun loams (6-10)	Sl	M	M	1,705	.92
HLD	Hayesville/Rabun loams (10-15)	M	Se	Se	4,525	2.4
HLF	Hayesville/Rabun loams (25-60)	Se	Se	Se	480	.26
HSC*	Hiwassee loam (2-10)	Sl	Sl to M	M	1,865	1.0
HSD*	Hiwassee loam (10-15)	M	M	M	2,150	1.2
HSF	Hiwassee loam (15-40)	Se	Se	Se	2,075	1.1
MCE	Musella cobbly loam	Se	Se	Se	6,260	3.4
MCG	Musella cobbly loam (25-70)	Se	Se	Se	9,725	5.2
MoB*	Masada fine sandy loam (2-6)	Sl	Sl	M	865	.46

**LUMPKIN COUNTY
COMPREHENSIVE PLAN**

NATURAL RESOURCES ELEMENT

Symbol	Soil Name (% Slope)	Foundations for Dwellings	Septic Tank Utilization	Commercial Structures	Acres	% of Total County Acreage
MoB2*	Masada fine sandy loam, eroded (2-6)	Sl	Sl	M	470	.25
MoC2*	Masada fine sandy loam, eroded (6-10)	Sl	Sl	M	1,105	.59
MoD2*	Masada fine sandy loam, eroded (10-15)	M	M	Se	320	.17
MuE2	Musella gravelly clay loam (10-25)	M to Se	Se	Se	3,540	1.9
RaE	Rabun loam (15-25)	M	Se	Se	5,550	3.0
RbD3	Rabun loam (15-25)	M	M	Se	2,900	1.6
RbE3	Rabun clay loam (15-25)	Se	Se	Se	3,700	2.0
Roc	Rockland (15-90)	Not Rated	Not Rated	Not Rated	990	.53
Sta*	Starr fine sandy loam (0-4)	Se	Se	Se	640	.34
TbE	Tallapoosa cobbly fine sandy loam (6-25)	Se	Se	Se	2,290	1.2
TcE	Tallapoosa fine sandy loam (10-25)	M to Se	Se	Se	240	.13
TdG	Tallapoosa soils (25-70)	Se	Se	Se	27,000	14.5
TIC*	Tusquitee loam (6-10)	Sl	Sl	M	1,730	.93
TID	Tusquitee loam (10-25)	M to Se	M to Se	Se	3,695	2.0
TIF	Tusquitee loam (25-60)	Se	Se	Se	2,290	1.2
TmE	Tusquitee stony loam (10-25)	Se	Se	Se	2,125	1.1
TmF	Tusquitee stony loam (25-60)	Se	Se	Se	2,395	1.3
Toc**(**)	Toccoa soils (0-2)	Se	Se	Se	3,135	1.7

**LUMPKIN COUNTY
COMPREHENSIVE PLAN**

NATURAL RESOURCES ELEMENT

Symbol	Soil Name (% Slope)	Foundations for Dwellings	Septic Tank Utilization	Commercial Structures	Acres	% of Total County Acreage
Wed**	Wehadkee soils (0-2)	Se	Se	Se	245	.13
WgC*	Wickham fine sandy loam (6-10)	Sl	Sl	M	940	.5
WgD	Wickham fine sandy loam (10-25)	M to Se	M to Se	Se	6,590	3.5
WgF	Wickham fine sandy loam (25-50)	Se	Se	Se	1,470	.79
WnD3	Wickham sandy clay loam (10-15)	M	M	Se	35	.02
WgF	Wickham fine sandy loam (25-50)	Se	Se	Se	1,470	.79
WnD3	Wickham sandy clay loam (10-15)	M	M	Se	35	.02
TOTAL					186,240	100%

Notes: * Suitable for farming (cultivated crops).
 ** Hydric soils, according to Soil Conservation Service.
 Se Severe limitations, extensive adjustments are needed before the soil is suitable for the specified purpose.
 M Moderate limitations, some adjustment needed for use.
 Sl Slight limitations, little or no adjustments needed for use.

Table 6-2. Limitations of Soils in Development

Lumpkin County	Acres	Percentage of Total County Acreage
Total Hydric Soils	6,670	3.6%
Total Prime Agricultural Soils ¹	20,515	11%
Total Soils with 25% slope or more	65,340	35.1%
Total Soils Suitable for Septic Tanks ²	28,415	15.3%
Total Soils Suitable for Commercial Structures ²	24,755	13.3%

Notes: 1. Excludes the Cartecay Complex and Toccoa soil types, which is considered a hydric soil and therefore not included as a prime agricultural soil.

2. With only slight or moderate limitations. Can be used with special management.

Source: U.S. Department of Agriculture, Soil Conservation Service. Soil Survey of Dawson, Lumpkin and White Counties, Georgia. 1972.

Soil Suitability for Prime Agricultural Lands, Row Crops and Forestry

Of the 59 soil types indicated in the Soil Survey, 18 soil types have been identified with an asterisk (*) as suitable for intensive crop cultivation. The soils most suitable for crop cultivation are found on the less steep slopes (2-10%). Most of the soils in Lumpkin County have limitations for intensive crop cultivation due to the steep slopes, severe erosion hazards, flooding, low natural fertility, low organic matter content, shallow depth of rooting zone, rock outcrops and/or surface stones. Although only 18 soil types are found suitable for intensive crop cultivation, other soil types can be and have been cultivated for crops. Furthermore, many of the soils identified as not being suitable for intensive crop cultivation are suitable for other agricultural uses such as pasture and woodlands (forestry).

Soil Suitability for Dwelling Foundations, Septic Tank Absorption Fields and Commercial Structures

The vast majority of land areas in Lumpkin County have soils that pose severe limitations to dwelling foundations and septic tank utilization. The Hayesville (HIB, HIC, HJC3, HKC3, HLC) and Masada (MoB, MoB2, MoC2) soil associations have slopes ranging from 2-10% and are most suitable for these uses. Approximately 39,430 acres, or 21.2% of the total County land area, have slight to moderate limitations on dwelling foundations and septic tank utilization. Even less of the County has soils suitable for commercial structures without extensive adjustments. Approximately 24,755 acres or 13.3% of the County has land displaying moderate characteristics of suitability for commercial structures.

Septic Tanks and On-Site Sewage Structures

Prior to the installation of new on-site sewage structures like septic tanks, a land owner/developer must obtain an On-Site Sewage Management Systems Construction Permit (O.C.G.A. 12-8-1, 31-2-2, 31-2-4, 31-2-7). In order to obtain the permit, the County Board of Health shall approve such construction and/or installation. In order for the Board to approve such a permit, a certified soil scientist must provide on-site characteristics (including soil types and capabilities). Currently, these regulations if enforced adequately protect soil and water resources in Lumpkin County.

Soil Erosion

The county is aware of the 2003 amendments to the Georgia Erosion and Sedimentation Act of 1974 (O.C.G.A. 12-7-1) dealing with construction and development site soil erosion and sedimentation. In order for any local government to become or remain a certified local issuing authority for an erosion and sedimentation control permit (also known as a grading permit), the local government must first adopt an ordinance which demonstrates compliance with the new provisions in O.C.G.A. 12-7-1 by July 2004. Lumpkin County has adopted a revised ordinance, which reflects the new provisions.

Prime Agricultural and Forested Lands

"Prime farmland" in Georgia is land which is best suited for producing food, feed, forage, fiber, and oilseed crops, and also available for these uses. It has the soil quality, growing season, and moisture supply necessary to produce sustained good yields of crops economically if treated and managed, including water management according to modern farm methods.

From the list of soils found in Table 6-1, 18 soils types have been identified as prime agricultural soils. There are scattered fragments of prime agricultural soils throughout the county, with one main cluster located in the southwest section of the county, west of SR 9.

In the *2002 Census of Agriculture* compiled by the USDA National Agricultural Statistics Service, and distributed in June 2004, the number of individual farms in Lumpkin County increased from 1997 to 2002 (236 farms to 250 farms). However, the number of acres in farms decreased from 26,327 acres to 21,303 acres, the number of total cropland acres decreased from 9,523 acres to 6,181 acres and the number of total woodland acres decreased from 11,521 acres to 8,782 acres. This trend of decline seems to follow the trend of increase of market value for farmland and woodland acreage, which increased from \$3,097 per acre in 1997 to \$6,096 per acre in 2002. Obviously local farm owners might want to sell their farms to gain a profit, so efforts may be needed to retain local agricultural and forested lands.

The State of Georgia is currently in the process of creating the Georgia Land Conservation Partnership whose purpose will be to oversee the development of the state's first comprehensive, statewide land conservation plan. Along with efforts by the USDA and local land trusts, this Partnership may provide protection for prime agricultural and forested lands in Lumpkin County.

Mineral Resources

Lumpkin County contains a variety of mineral resources. Two main areas of the county contain granite and related outcrops: one area is a stretch of land in the southeast section of the county; and the other area is found in the northeast corner of the county. A small section of granite and related outcrops is found in the northern portion of the county, east and west of SR 60, along the county's boundary.

A major stretch of gold deposits bisecting the City of Dahlonega, runs to the northeast and southwest of the City. There are also three clusters of Mica (colored or transparent mineral silicates that separate into thin leaves and used dry in roofing materials, joint cement, well drilling compounds and paint) located west of

SR 60 along the county's border, with another cluster of mica in northwest Lumpkin County and a third cluster of mica located west of Dahlonega, on the north and south sides of SR 52. Other mineral resources found in less quantity include: corundum (a very hard mineral that consists of aluminum oxide and which is used as an abrasive); iron and manganese, sillimanite (a mineral consisting of aluminum silicate which has uses in the production of high temperature refractories), soapstone (a soft stone having a soapy feel and composed of talc, chlorite and magnetite), pyrite, kyanite, and halloysite.

Sources: Georgia Department of Mines, Mining and Geology, *The Common Rocks and Minerals of Georgia Information Circular No. 5*, 1934, Revised 1984. Georgia Department of Natural Resources, Georgia Geologic Survey, *Mineral Resources Map*, 1969.

Gold mining in Lumpkin County has diminished from a large profitable industry to a small industry focused on recreation and tourism. There are two major sites in existence in Lumpkin County for recreational gold mining. In the Etowah River watershed, situated within the physiographic gold belt of Dahlonega, there are approximately 130 acres of land. The land has a history of gold mining that dates all the way back to the early 1800's, and it is located on about a one-mile stretch of the Etowah River and its tributaries. Gold mining practices can be damaging to water quality in the surrounding areas, but mining is exempt from current water quality control regulations. In the Yahoola Creek watershed, situated within one the richest areas of the gold belt of Dahlonega, there are many acres of land used for recreational gold mining and is near Crown Mountain. Similar to the Etowah, the Yahoola site is located on about a one-

mile stretch of the Yahoola Creek and its tributaries, and gold mining practices have been shown to damage water quality in the local vicinity. In the Tesnatee/Chesatee River watershed, actually situated across the county line in White County, there are many acres of land used for recreational gold mining.

Sedimentation from sites like these cause a visible difference in the turbidity between the upper Chestatee River and the Tesnatee Creek at their confluence inside Lumpkin County.

The following table describes present mining companies within Lumpkin County, the mine location and the products that were mined in 2003.

Table 6-3. Mineral Industries Operating in Lumpkin in 2003.

Company	Location of Mine, Pit, or Quarry	Product(s)
Cherokee Sand and Material Rt. 2 Box 2878 Dawsonville, GA 30534 (404) 216-3013	Dredge: On the Chestatee River at Lake Lanier (Permit #988-90)	Sand-construction: Aggregate. Quaternary - alluvium
Vulcan Materials Co., SE Division P.O. Box 80730 Atlanta, GA 30366 (770) 458-4481 Quarry: (706) 864-3079	Dahlonega Quarry: 779 Buffington Rd, 4 miles east of Dahlonega on GA Hwy. 52 (Permit #361-98, formerly operated by Colwell Construction Co.).	Stone-crushed granite: Aggregate. (Paleozoic - granite gneiss)
Long Branch Quarry, LLC 6160 Peachtree-Dunwoody Rd. NE, Suite B-220 Atlanta, GA 30328 (770) 393-0430 Quarry: (706) 867-6000	Quarry: 983 Red Oak Flats Rd., 6 miles SE of Dahlonega, 1 mile NE of GA Hwy. 400, 1 mile N of GA Hwy. 60 (Permit #1104-95)	Stone-crushed granite: Aggregate. (Precambrian/Paleo zoic - biotite gneiss)

Source: Georgia Department of Natural Resources, Environmental Protection Division, Georgia Geologic Survey. 2003. *Mining Directory of Georgia*. (Circular 2).

Steep Slopes

Due to its location in both the Blue Ridge and Piedmont Physiographic Provinces, Lumpkin County has a number of steep sloped mountain ridges, which comprise the magnificent views of the region and pose limitations on development. About 32% of the county is in Chattahoochee National Forest ownership, and therefore about a third of the county’s steep slopes receive protection from development. However, the remainder of the steep sloped mountain ridges and other prominent ridges in private ownership are susceptible to development and construction activity. Currently Lumpkin County’s Subdivision Regulations are enforced and are designed to limit adverse impacts of development on steep slopes.

Steep slopes in Lumpkin County are illustrated in the following map using a digital elevation model (DEM) computer program. Much of the county is covered with steep slopes of more than 30% incline. As development continues in the county, general road construction and even minor subdivision road construction in these steep sloped areas need to follow if at all possible the original hydrological layout of the land to avoid damaging development and construction. Concerted efforts between public and private sectors will be needed in order to reach a practical balance between development activity and preservation of these unique and environmentally sensitive steep slopes.

Insert Steep Slopes Map

Plant and Animal Habitats

Georgia’s Protected Species Program began in 1973 with the enactment of two state laws: the Endangered Wildlife Act and the Wildflower Preservation Act. These laws provide protection for certain species of plants and animals. Under the Natural Heritage Inventory Program, the Georgia Department of Natural Resources is continuously in the process of completing an inventory of rare plants, animals and natural habitats in Georgia warranting state and federal protection.

According to a report by the Georgia Department of Natural Resources, the natural environmental communities of Lumpkin County that are of special concern are shown in the Table 6-4; animals of special concern are shown in Table 6-5; and plants of special concern are shown in Table 6-6.

Table 6-4. Special Concern Natural Communities in Lumpkin County as of 2004.

Protection Status	Scientific Name	Common Name
Special concern only	<i>BARE ROCK/LICHENS, BR NONCALCAREOUS OUTCROP</i>	Noncalcareous (without calcium carbonate, calcium, or limestone) Outcrop Rock/lichens
Special concern only	<i>BR SHRUB BALD</i>	Shrub Bald, Heath Bald (tract of land overgrown with shrubs or coarse herbage)
Special concern only	<i>HERBACEOUS VEG., BR NONCALCAREOUS OUTCROP</i>	Noncalcareous Outcrop Herb Community
Special concern only	<i>SHRUB/SCRUB VEG., BR NONCALCAREOUS OUTCROP</i>	Noncalcareous Outcrop Shrub/scrub Community

Source: Georgia Department of Natural Resources, Wildlife Resources Division, Georgia Natural Heritage Program. 2004.

Table 6-5. Protected Plant Species in Lumpkin County as of 2004.

Protection Status	Scientific Name	Common Name
Special concern only	<i>Aster phlogifolius</i>	Phlox-leaved Aster
Special concern only	<i>Calycanthus brockiana</i>	Brock Sweetshrub
Special concern only	<i>Calystegia catesbeiana</i> ssp. <i>sericata</i>	Silky Bindweed
Special concern only	<i>Carex appalachica</i>	Appalachian Sedge
GA	<i>Carex manhartii</i>	Manhart's Sedge
Special concern only	<i>Carex scabrata</i>	Sedge
Special concern only	<i>Corydalis sempervirens</i>	Pale Corydalis
GA	<i>Cypripedium acaule</i>	Pink Ladyslipper
GA	<i>Cypripedium parviflorum</i> var. <i>pubescens</i>	Large-flowered Yellow Ladyslipper
Special concern only	<i>Herpetineuron toccoae</i>	A Moss
Special concern only	<i>Hypericum buckleii</i>	Blue Ridge St. Johnswort
Special concern only	<i>Juncus gymnocarpus</i>	Naked-fruit Rush
Special concern only	<i>Paronychia argyrocoma</i>	Silverling
Special concern only	<i>Penstemon smallii</i>	Small's Beardtongue
Special concern only	<i>Rhus typhina</i>	Staghorn Sumac
Special concern only	<i>Silene ovata</i>	Mountain Catchfly
Special concern only	<i>Trillium simile</i>	Sweet White Trillium
GA	<i>Xerophyllum asphodeloides</i>	Eastern Turkeybeard

Source: Georgia Department of Natural Resources, Wildlife Resources Division, Georgia Natural Heritage Program. 2004.

Table 6-6. Protected Animal Species in Lumpkin County as of 2004.

Protection Status	Scientific Name	Common Name
GA	<i>Cyprinella callitaenia</i>	Bluestripe Shiner
GA	<i>Etheostoma brevirostrum</i>	Holiday Darter
US	<i>Etheostoma etowahae</i>	Etowah Darter
Special concern only	<i>Etheostoma rupestre</i>	Rock Darter
US	<i>Etheostoma scotti</i>	Cherokee Darter
Special concern only	<i>Eumeces anthracinus</i>	Coal Skink
Special concern only	<i>Ichthyomyzon gagei</i>	Southern Brook Lamprey
Special concern only	<i>Micropterus cataractae</i>	Shoal Bass
Special concern only	<i>Neotoma floridana haematoreaia</i>	Southern Appalachian Woodrat
Special concern only	<i>Notropis chrosomus</i>	Rainbow Shiner
GA	<i>Notropis hysilepis</i>	Highscale Shiner
Special concern only	<i>Notropis stilbius</i>	Silverstripe Shiner
Special concern only	<i>Percina palmaris</i>	Bronze Darter
GA	<i>Percina</i> sp. cf. <i>macrocephala</i>	Muscadine Darter
Special concern only	<i>Phenacobius catostomus</i>	Riffle Minnow
Special concern only	<i>Scartomyzon lachneri</i>	Greater Jumprock
Special concern only	<i>Sorex hoyi</i>	Pygmy Shrew

Source: Georgia Department of Natural Resources, Wildlife Resources Division, Georgia Natural Heritage Program. 2004.

The following paragraphs describe other animals that were acknowledged in the previous Lumpkin County Comprehensive Plan. A summary is provided for each species along with its status.

The *Felis cougar*, commonly known as the Eastern cougar, panther and mountain lion, is a large spotted cat with a small, rounded head and long tail. The Eastern cougar is generally considered extinct while the habitat of the Western cougar has increased and may account for sparse Eastern cougar sightings in northern Georgia. Although the environment may be suitable for cougar habitat, no sightings have been reported in Lumpkin County. However, sightings have been reported in Towns County and within the Warwoman Management Area in Rabun County since 1977.

The *Myotis sodalis*, commonly known as the Indiana Bat, is a nocturnal insectivore with fine and fluffy, dark gray fur. It is sometimes mistaken for the Little Brown Bat (*Myotis lucifugus*). Its preferred habitat is caves with moderately cool temperatures and high humidity. The Indiana bat can occur in the northwestern third of Georgia and possibly parts of South Carolina. There is a single sighting record in Georgia, from a cave in Dade County. No sightings have been reported in Lumpkin County or in the Georgia Mountains Regional Development Center area.

The Red-Cockaded Woodpecker (*Picoides borealis*) is an endangered species that feeds in the upper regions of large pine trees and nests in over mature pines. Although the species can occur statewide, no sightings have been made in Lumpkin County or in the Georgia Mountains Region. Although no sightings have been made of the woodpecker, the Chattahoochee National Forest management plan will provide habitat protection in the form of reducing habitat fragmentation in the forest.

The Southern Bald Eagle (*Haliaeetus leucocephalus*), an endangered species, is a bird of inland waterways and estuarine systems. It requires wetland areas for hunting and has declined in population due to habitat destruction. No sightings have been made in Lumpkin County, but a few sightings have been made in the Georgia Mountains Region.

Fish are also an important part of wildlife in the mountains. The cold-water streams support rainbow, brown and brook trout, of which only the brook trout is a native species to the State of Georgia. Warm water species of fish, often found in lakes and larger, warmer streams, include largemouth and smallmouth bass, white bass, channel catfish, bluegill, and walleye.

In the Etowah River watershed section of the County, several special darters and shiners, and their habitat, have been reported, observed and researched to a degree that warrants further discussion.

Etowah Habitat Conservation Plan

As shown in Table 6-6, two fish species in parts of Lumpkin County are currently listed as threatened and/or endangered under the U.S. Endangered Species Act (ESA). They are the Etowah Darter (*Etheostoma etowahae*) and the Cherokee Darter (*Etheostoma scotti*). Under ESA regulation and enforcement, it is illegal to "take" threatened and/or endangered species, which means that it is illegal to kill, capture, or hurt them in anyway. Their habitat must remain healthy in order to protect them from being hurt in any way, directly or indirectly. As the county continues to grow and develop into a more suburban area, many residential and commercial development projects lead to more road construction and utility line installations, which currently does result in the "taking" of federally protected aquatic threatened and/or endangered species.

In an effort to balance the need for more services and housing with the need for more protection of currently listed aquatic threatened and/or endangered species and their habitats, an Etowah Regional Aquatic Habitat Conservation Plan is being developed for all communities within the upper Etowah River Watershed, including parts of Lumpkin County. The result will be a regional plan made up of similar development ordinance principles and stormwater control measures that if adopted and enforced will provide long-lasting protection for aquatic threatened and/or endangered species and their habitats.

Vegetation

The mountain region of North Georgia contains a multiplicity of climatic and soil conditions that stimulate the growth of many trees and plants. The slopes, soils, and annual rainfall are principal natural factors controlling the vegetation of the area. Table 6-7 provides a general overview of the major forest types based on ranges of elevation in Lumpkin County.

**Table 6-7.
General Forest Types by Elevation.**

Forest Type	Locale	Elevation
Oak Ridge	Along crests of Blue Ridge	3600-4000'
Open Oak Pine	Exposed north or south facing slopes	2100-3800'
Mixed Deciduous	Moist Valley Floors	1800-2000'
Oak-Hickory-Pine	Dry ridge slopes of Piedmont	1800-2000'

Source: Institute of Community and Area Development, University of Georgia,
Atlas of Georgia. 1986.

The

National Parks and Recreational Areas

Lumpkin County contains vast tracts of National Forest land in the upper three-quarters of the county, which offer a variety of outdoor activities. The following table provides a summary of the various national parks and recreational amenities Lumpkin County has to offer.

**Table 6-8.
National Parks and Other Recreational Areas.**

National Park and Recreational Area	Description/Location	Amenities
Chestatee Wildlife Management Area	Northeast corner of Lumpkin County	Hunting, Fishing, Camping, Hiking, Bird Watching, Picnicking, Horseback Riding
Desoto Falls National Forest	An area of rugged mountainous country, providing excellent views and many beautiful waterfalls. Two overlooks provide majestic views of the National Forest. Located approximately 16 mi. north of Dahlonega.	Fishing, hiking, camping
Dockery Lake	Located 11 1/2 mi. north on Georgia 60, then 3/4 mi. northeast on Forest Rd.	Fishing, hiking, camping, picnicking
Waters Creek	Located 12 1/4 mi. north on US 19, then 1 mi. northwest on Forest 34	Camping, trophy trout fishing
Woody Gap	Located approximately 13 mi. north of Dahlonega, west of route 60	Hiking, picnicking

Scenic Views and Sites

Lumpkin County is situated in the northeast Georgia Mountains of which a major portion of the

county is located in the Chattahoochee National Forest. This area offers many scenic views and sites.

Designated scenic turnoffs along certain roads offer majestic views of the national forest. The U.S. Forest Service provides protection of many of the most significant "viewsheds." However, protection of some scenic views and sites located outside the Chattahoochee National Forest is needed. The future development and adoption of tree preservation ordinances, sign ordinances, and cell tower ordinances for these viewsheds is justified.

Groundwater Recharge Areas

Lumpkin County does not contain any noted groundwater recharge areas.

Wetlands

Wetlands are those areas inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. The ecological parameters for designating wetlands include hydric soils, hydrophytic vegetation and hydrological conditions that involve a temporary or permanent source of water to cause soil saturation.

Fresh water wetlands and aquatic habitats are classified into the following categories:

Open water - Areas of open water, primarily reservoirs, ponds, lakes, rivers, and estuaries.

Non-Forested Emergent Wetlands - freshwater marshes dominated by a variety of grasses, sedges, rushes, and broad leaved aquatics associated with streams, ponded areas, and tidally-influenced non-saline waters.

Scrub/Shrub Wetlands - non-forested areas dominated by woody shrubs, seedlings, and saplings averaging less than 20 feet in height, these wetlands may intergrade with forested wetlands, non-forested emergent wetlands, and open water.

Forested Wetlands - natural or planted forested areas having a dominant tree crown closure or hardwoods, pines, gums, cypress, or any combination of these types. These areas are usually in stream or river floodplains, isolated depressions, and drainways, and contain standing or flowing water for a portion of the year.

Forested Wetlands Subcategories:

- ③ Hardwood floodplain forests
- ③ Coniferous floodplain forests
- ③ Mixed floodplain forests
- ③ Non-alluvial forested wetlands

Altered Wetlands - areas with hydric soils that have been denuded of natural vegetation and put to other uses, such as pastures, row crops, etc., but that otherwise retain certain wetland functions and values.

Table XX indicates important values that wetlands provide, while Table XX provides typical vegetation found in different types of wetlands.

**Table 6-9.
Major Wetland Values.**

Socio-Economic Values	Environmental Quality Values
<ul style="list-style-type: none"> • Flood Control • Wave Damage Protection • Erosion Control • Groundwater Recharge & Water Supply • Timber & Other Natural Resources • Energy Source (peak) • Livestock Grazing • Fishing & Shellfishing • Hunting & Trapping • Recreation • Aesthetics • Education & Scientific Research 	<ul style="list-style-type: none"> • Water Quality Maintenance • Pollution Filter • Sediment Removal • Oxygen Production • Nutrient Recycling • Chemical & Nutrient Absorption • Aquatic Productivity • Microclimate Regulator • World Climate (ozone layer)
Fish and Wildlife Values	
<ul style="list-style-type: none"> • Fish & Shellfish Habitat • Waterfowl & Other Bird Habitat • Other Wildlife Habitats 	

Source: American Planning Association, Planning Advisory Service. 1988. *Protection of Non-Tidal Wetlands*. (Report Number 412/413).

**Table 6-10.
Vegetation Common to Non-Tidal Wetlands.**

Type of Wetland	Vegetation
Emergent Wetlands: Freshwater	cattails, wild rice, sedges, rushes, bulrushes, spikerushes, burreeds, rice cutgrass, maidencane, reed, arrowheads, pickerelweed, smartweeds, bluejoint, whitetop, reed canary grass, manna grass, asters, goldenrod, marsh fern
Pocosins	Pond pine, sweet bay, inkberry, fetterbush, titi, red bay, was myrtle
Others	Buttenbush, alders, willows, dogwoods, red maple sapplings, cottonwood sapplings

Source: American Planning Association, Planning Advisory Service. 1988. *Protection of Non-Tidal Wetlands*. (Report Number 412/413).

There exists three sources for determining the location of wetlands, one of which is the identification of "hydric" soils. Hydric soils are a key indicator of potential wetlands. Lumpkin County

contains four (4) hydric soils which are found throughout the county.

If the wetlands identified in the future land use plan are retained as open space and are protected in accordance with the Environmental Planning Criteria, then no adverse effects are anticipated on the public health, safety and welfare, or the property of others; no known unique or significant flora or fauna, including threatened, rare or endangered species will be impacted; no adverse effects will occur on the flow or quality of water or cause substantial additional soil erosion; no adverse impacts on adjacent natural areas are likely to occur.

Water Supply Watersheds

The City of Dahlonega currently operates a public drinking water intake on Yahoola Creek just north of Wimpy Mill Road. This public water supply watershed, which is generally illustrated on the following map, is characterized as "small" according to DNR criteria. It is a relatively narrow watershed, but extends from the northernmost reaches of Lumpkin County all the way into the northern city limits of Dahlonega.

In addition to Dahlonega's public drinking water intake, the Yahoola Creek Reservoir is proposed to be a future source of public drinking water supply for the county (and possibly the region). This proposed reservoir shares the same watershed as Dahlonega's intake, but includes the Ward Creek Watershed.

Prior to receiving a permit to withdraw water from the reservoir, both Dahlonega and Lumpkin County will need to develop and adopt a water supply watershed protection plan for the Yahoola Creek and Ward Creek watersheds above the reservoir. The plan will have to meet the minimum protection standards as required by Georgia EPD at the time of permitting.

Map WSW

Floodplains

According to Federal Emergency Management Agency (FEMA) records, Lumpkin County entered the National Flood Insurance Program (NFIP) in 2002. Flood plains located in Lumpkin County are illustrated on the following map and on the Future Land Use Map as parks, recreation and conservation. Currently the local Floodplain Protection Ordinance applies to all FEMA-mapped flood plains and structures located in flood plains. In the near future, flood plains in Lumpkin County will be remapped and updated under a program called Map Modernization.

Insert Floodplain map

Protected Rivers

Maps prepared by the Georgia Department of Natural Resources (DNR) indicate generally that the Chestatee River, at some point south of the City of Dahlonega, to a point where it becomes Lake Lanier, falls under the definition of a "protected river" (annual average flow of 400 cubic feet per second (cfs) or more). While small tributaries enter the Chestatee River between SR 52 and SR 60, it is believed, with relative certainty, that the river at its terminus with Yahoola Creek meets the discharge definition. Therefore, the existing the Chestatee protected river segment lies between Yahoola Creek and Lake Lanier. The segment of protected river is estimated to be approximately 7.5 miles long. Including 100 feet on each side of the riverbank, the protected river corridor is estimated to be approximately 0.28 square miles (182 acres).

According to the original 1994 Comprehensive Plan inventory approximately 51 parcels had land partially within the 100 foot river corridor. Although some of these parcels were developed with single-family dwellings, it did not appear that there were any structures whatsoever within the protected river corridor.

There still exists some that are less than two acres in size lying partially within the protected river corridor. Again, these lots may be developed for single-family dwellings as long as the natural buffer remains, according to the protection criteria. There could quite conceivably be some hardship or practical difficulty for the owners of some of the smallest lots to develop single-family dwellings while maintaining a 100-foot wide natural buffer. It therefore appears likely that such "non-conforming lots" should continue to be exempted from the buffer requirement, that a reduced buffer apply, or that, at a minimum a variance procedure be instituted in local implementing regulations.

It is highly likely that the intended natural buffer along the Chestatee River protected river corridor can be retained. It is reported that in only a few areas was the natural vegetation non-existent in the corridor.

River Corridor Map

Protected Mountains

The "Criteria For Mountain Protection" do not indicate that federal agencies will comply with local mountain protection plans. Furthermore, the national government has traditionally enjoyed "sovereign immunity" from local regulations. Given that Lumpkin County's mountain protection plan would apply to less than a dozen property owners (280 acres or 0.0016% of all unincorporated land in Lumpkin County), the question arises as to whether local implementing regulations are necessary to protect the mountains against development that fails to meet the protection criteria.

With the recent adoption of the character areas based land use code in Lumpkin County, one can conclude that existing development within the standards that are allowed has not had any impact on unique, threatened, rare or endangered species; has not adversely affected surface or ground waters; has had no detrimental effects on visual aesthetics; and has not threatened existing historic, archaeological nor sensitive natural areas.

As a matter of policy, the Lumpkin County comprehensive plan supports the preservation of protected mountain areas. Lumpkin County's land use code discourages any development on these lands except for forestry, agriculture (if feasible at all due to steep slopes and poor access), and single-family dwellings on lots of at least one acre. However, the code recognizes that private lands in Lumpkin County's protected mountain areas are under no significant existing or future threats by development inconsistent with mountain protection criteria. For these reasons, the plan does not recommend that a mountain protection ordinance be adopted into Lumpkin County's Land Use Code. Through local permitting requirements, however, the county will monitor development and expeditiously move to implement mountain protection criteria in the unforeseeable event undesirable/inconsistent development occurs.

Natural, Historic and Scenic Resources Goal ... protect and nurture the natural and historic environment of the County.

Preserve the qualities of the natural environment which give Lumpkin County its character, and preserve those areas which have important recreational, scenic, historic, archaeological, educational, prime agricultural, and aesthetic values; including permanent public open space, green space, and natural areas in all areas of the County.

Encourage development patterns and land use that enables the County to protect and preserve sensitive areas.

Work toward limiting soil erosion from agricultural operations, commercial and residential development sites, and other point and non-point erosion prone activities.

Protect water quality including those sources used for drinking water, recreational activities, and other water bodies, such as non-watershed rivers, streams and creeks by meeting or exceeding minimum state standards for water supply watersheds and groundwater recharge areas.

Protect and preserve viable agricultural lands, wetlands, steep slopes and ridgelines, and other environmentally sensitive areas from incompatible activities and development, protection of mature trees during the development process and other land disturbance activities.

Protect and preserve the integrity of historic and archaeological resources found throughout Lumpkin County, to ensure they are not removed from the County without permission.

Natural Resources Strategies...

Establish an Advisory Committee at the government level to assure the preservation of the environment is coordinated with growth.

- 1) Develop policies and procedures for the protection of flora and fauna and their habitat.
- 2) Identify key vistas, views and sites containing unique natural beauty and develop policies to protect them.
- 3) Identify and acquire land with the intent of developing public parks or preserves.
- 4) Ensure the protection of strategic areas through donations to organizations such as the Nature Conservancy with the objective of creating natural refuges, reserves or nature centers.

Develop a Future Land Use Map, concentrating development in specific areas of the County and limit development in environmentally sensitive areas.

Enact ordinances for tree protection, signage, landscaping, trail connections, buffer areas between development and sensitive land uses, a greenway system plan, and open space requirements.

Establish environmental education programs for youth at the school level, the general public and development interests.

Establish land use regulations and development standards related to development and storm water management, waste disposal within watersheds, aquifers, groundwater recharge areas, and open space zones to ensure compliance with DNR rules.

Work with applicable organizations to monitor activities, which could affect the quality of the water supply through enforcement activities and other mechanisms.

Protect, preserve and regulate flood prone and wetland areas from unsuitable development or development that is detrimental to these areas.

Assist farmers in implementing Best Management Practices.

Agricultural Protection Strategies

Effect protective mechanisms and design performance standards for agricultural lands, such as voluntary covenants, Purchase of Development Rights, Transfer of Development Rights, Agricultural or large lot zoning, and utility extension policies that preserve agricultural lands.

Minimize land subdivision and development within fertile riverine bottomlands and other areas containing prime agricultural soils.

Develop guidelines to minimize incompatible uses between residential and agricultural development.

COMMUNITY FACILITIES AND SERVICES ELEMENT

This chapter contains an evaluation of the community facilities and services offered by Lumpkin County. This evaluation will help determine future needs and assist in formulating a capital improvements program.

Police and Public Safety

The Lumpkin County Sheriff’s Department, located in the City of Dahlonega, is the only police agency in the county. In addition to the Sheriff, the department consists of one major, three captains, nineteen patrol officers, twenty eight detention officers, five detectives, four education offices, four court services officers, one K-9 unit, one animal control and four administrative personnel. The department requires four patrol officers on duty at all times. The county is also responsible for all training of department staff.

The department is engaged in various activities. These activities include, but are not limited to, making arrests, responding to calls, preparing accident reports, providing escorts, serving subpoenas, assisting motorists, making investigations and assisting in local school programs. The activity level of a typical month is found in Table 7-1.

**TABLE 7-1
LUMPKIN COUNTY Sheriffs DEPARTMENT
ANNUAL ACTIVITIES
2002 and 2003**

ACTIVITY	# 2002	# 2003
Family Violence	487	591
Accidents	1,052	975
DUI Arrest	90	92
Drug Arrest	82	76
Drugs/Alcohol	661	833
Speeding	767	796
Trouble Alarms	644	701
Officer Assists	2,854	3,369

Source: Staffing Analysis of the Lumpkin County’s Sheriff’s Department, Annual Activity Report 2003.

The number of crimes committed in Lumpkin County dropped between 1990 and 2000 from 417 to 352. The county also had one of the lowest crime rates in the area.

**TABLE 7-2
LUMPKIN COUNTY
CRIMES, 1990 and 2000**

CRIMES	1990	2000
Violent Crimes	30	34
Property Crimes	387	318
Total	417	352

Source: Georgia County Guide, 2001. Reported by county agencies to the Georgia Crime Information Center.

**TABLE 7-3
CRIME RATES
LUMPKIN AND SURROUNDING COUNTIES, 2000**

COUNTY	CRIME RATE	RANK IN STATE (1)
Hall	4147.1	123
Dawson	1956.7	49
Fannin	939.66	21
White	2956.9	84
Lumpkin	1730.3	43
Union	1601.5	37

Source: Georgia County Guide, 2001.

The offices of the Sheriff’s Department are located adjacent to the courthouse. The department has a total of 32 vehicles including 13 patrol cars, and other support vehicles that are rotated on a four year as needs basis. The county has recently constructed a new jail facility in 2002 that houses over 100 inmates. The detention division employs 35 authorized personnel at the facility.

According to a recent staffing analysis, the Sheriff’s Department is in need of more personnel. Local officials estimate that the department needs an additional four patrol officers and one detective. The department has four patrol officers on duty covering the entire county. In the event of an accident or emergency, portions of the

county could be unprotected.

The Sheriff's Department provides police protection to the City of Dahlonega and is required to maintain an officer in the city limits at all times. According to a recent FBI report concerning law enforcement personnel, the national ratio for law enforcement employees for rural counties is 4.2 employees per 1,000 population. Currently, Lumpkin County's ratio is 3.4. To bring the department up to national standards it would have to employ an additional 17 persons. To maintain the current a national level of service in the year 2010 the department will need to employ a total of 128 persons, that would include twelve additional patrol officers and six additional detectives.

In addition to the vehicle rotation schedule, the county will need fifteen additional within the next ten years.

Fire Protection

Lumpkin County has a county-wide volunteer fire department covering an area of approximately 292 square miles. The department consists of a full-time fire chief, eighteen part-time firefighters and over seventy volunteers. One hundred percent of the personnel are CPR certified, 95 percent are certified for crash victim extrication, 75 percent are certified in propane incidents and 70 percent are certified first responders. The department has a wildland firefighting team and a technical rescue team.

The main fire station is located in downtown Dahlonega with five other stations located around the county. The county constructed a new 14,000 square foot emergency services center that houses the fire department, emergency medical services, and 911 center. The station was funded by a county-wide special use tax. The county works in conjunction with the U.S. Forestry Service in answering calls concerning forest fires. The Forestry Service has one station located on Yahoola Road and the Forestry Commission has one located on Crown Mountain. The County also works cooperatively with the U.S. Army Ranger Camp fire unit and with surrounding counties on a first response basis.

The fire department provides all office space, vehicles, and equipment through its operating budget. In terms of vehicles, the department has six engines, six tankers, one ladder truck, one mini-pumper, one heavy rescue, one first responder truck and one fire chief vehicle. (See Table 7-4). The county also has sixty sets of "turnout" gear. Turnout gear is the actual gear worn by firemen during a fire or other related emergency.

According to local fire officials, the department responded to over 900 fire calls from 1995 to 2000.

**TABLE 7-4
FIRE DEPARTMENT VEHICLES
LUMPKIN COUNTY**

VEHICLE TYPE	PUMP CAPACITY (Gallons Per Minute)	HAULING CAPACITY (Gallons)
Engine Pumper	1,750	1,000
Engine Pumper (2)	1,500	1,000
Engine Pumper	1,250	1,000
Engine Pumper	1,000	1,000
Engine Pumper (4X4)	500	500
Tanker (2)	500	2,500
Tanker (3)	750	1,560
Tanker	1,250	---
Ladder Truck	1,500	300
Mini Pumper (4X4)	400	250
Tanker	1,000	1,500

Source: Lumpkin County Fire Department.

**TABLE 7-5
LUMPKIN COUNTY FIRE DEPARTMENT
TOTAL CALLS**

FIRE CALLS	#	OTHER CALLS	#
House Fires	155	Unintentional False Alarms	45
Vehicle Fires	120	Intentional False Alarms	10
Open Areas and Woods Fires	134	Rekindle	15
Storage Buildings, Barns, Etc. Fires	18	Other Public Services	70
Manufacturing Fires	12		
Public Building Fires	19		
Mercantile Fires	15		
Mobile Home Fires	53		
Chimney Fires	34		

Source: Lumpkin County Fire Department

Although the Lumpkin County Fire Department is predominantly a volunteer based organization, it has a better than average training program that would rival larger departments in the state. The following tables reflect the training programs that the department participates in on an annual basis.

**TABLE 7-6
LUMPKIN COUNTY FIRE DEPARTMENT
GENERAL TRAINING PROGRAMS**

TRAINING PROGRAM	TRAINING PROGRAM
Basic Firefighter	Pump Operations - Hydrant and Draft
Fire Department Administration	Tools and Equipment
Portable Fire Extinguisher	Fire Streams
Ropes and Knots	Breathing Apparatus
Fire Hose and Appliances	Positive Pressure Ventilation
Ground Ladders	Salvage and Overhaul
Basics of Communication	Drivers Training
First Responders	Search and Rescue
Incident Command	Handling Hazardous Materials
Hazardous Materials Recognition	

Source:Lumpkin County Fire Department.

**TABLE 7-7
LUMPKIN COUNTY FIRE DEPARTMENT
STATE AND FEDERAL FIRE ACADEMY TRAINING PROGRAMS**

TRAINING PROGRAM	TRAINING PROGRAM
Structural Fire Control (Live Fire)	Using Class A Foam
Fire and Arson Detection	Auto Extrication
Handling L.P. Gas Emergencies (Live Fire)	Managing Fire Department Tactical Operations I
Basic Rope Rescue	Managing Fire Department Tactical Operations II
Basic Search and Rescue	Public Fire Education

Source:Lumpkin County Fire Department

In order to measure fire protection, communities are rated on a scale of one to ten, one being the highest and ten being the lowest. Lumpkin County has a rating of as low as five in and around Dahlonega with a rating of seven to nine in other areas of the county. Ratings are important as they determine local fire insurance premiums. A better fire rating could mean substantial savings to county residences and businesses.

Fire protection will be an important item in the next few years. As the county grows, the fire department will be required to improve its level of service. According to a recent survey of local industries, adequate fire protection should be a top priority of the county. The following is a list of possible actions the county could take in improving its fire department program:

- 1) Update the strategic plan for the fire department. This plan should include a prioritized list of vehicles and equipment along with a plan to locate other substations throughout the county.
- 2) Consider adding additional full-time staff to the department. Six full-time staff members, one for each station, is recommended. Clerical assistance is also needed.
- 3) Increase the number of volunteers throughout the county in order to improve response time.
- 4) Be aggressive in seeking state and federal grants for equipment and training.
- 5) Consider purchasing an additional two engines with a pumping capacity of at least 1,500 GPM and 1,000 gallons storage.

These items would be a step in the right direction in improving fire service in the county.

Emergency Medical Services

Ambulance and similar type medical services are provided by the county's Emergency Medical Service (EMS) department. EMS has seven full time paramedics, five full time EMTs and 10 part-time EMTs. The service has three fully equipped ambulances and one rescue unit. Two of the ambulances are staffed on a twenty-four hour basis. The department receives an average of 2,400 calls per year.

EMS also provides various public services such as safety education programs, health classes, and CPR instruction. According to local EMS officials, within the next year staffing will need to be increase to provide for a 12 hour emergency truck to help cover for the peak period. This will consist of hiring one more paramedic and one EMT to staff the day truck. In the next five years a third full time crew will be needed on a 24 hour basis. This will require the purchase of another ambulance so that one vehicle can be kept in reservice in case of breakdown an dregular maintenance of the vehicle. It is recommended that a new crew and vehicle be brought one every five years in order to maintain an adequate level of service as the population grows.

The Lumpkin County Fire Chief is responsible for the day to day operations of the EMS Department , while the overall responsibility falls under the Lumpkin County Emergency Service Director. The Director of EMS also oversees the local Emergency Management Agency (EMA). EMA is responsible for coordinating all county departments in times of disaster.

Emergency 911

The county now has in place an Enhanced 911 system. This system provides immediate display of the location from which an emergency call is placed in Lumpkin County. The 911 department averages 24,000 call per year.

Within the next year the center will be providing Phase One and Phase Two service for all of Lumpkin County. This information will provide the location and telephone number of all the cellular phone callers that place a call to the 911 Center, which in turn will reduce the reponse time for the emergency service personnel that respond to the calls.

The center has two people working per shift. This will need to be increased to three per shift in the next two years, and one additional staff person should be added every subsequent five years to meet the demand on the system. It is important to note that as the age of the population of Lumpkin County increases so will the number of calls for emergency services.

Hospitals

Chestatee Regional Hospital is a fifty-two bed facility located in Dahlonega. Services provided by the hospital include: family practice, general practice, obstetrics/gynecology, general surgery, orthopedic surgery, radiology, pediatrics, internal medicine, cardiology, ophthalmology, pulmonology, urology, pathology, and

dermatology. The hospital began an expansion in 1994 offering more beds and reorganizing the interior structure to make it more user friendly. There are 2.47 hospital beds per 1,000 persons in the county.

Along with its many services, the hospital offers a program to local businesses called Corporate Care. This program serves local businesses with such activities as a wellness program, follow-up on worker's compensation cases and immediate medical attention. This program is designed to assist local businesses with employee medical needs, especially those businesses that have no medical staff on site.

The hospital also has a trust fund to assist low income patients in paying medical costs. To qualify, the person must meet federal poverty status guidelines, have lived in Lumpkin County for at least six months and pay at least \$100 of his or her on bill.

Nursing Homes and Personal Care Facilities

Nursing homes and personal care homes are the two major residential type facilities in the county. According to the State Health Planning Agency, a nursing home is defined as a "long-term care facility which admits patients by medical referral and provides for continuous medical supervision via 24-hour-a-day nursing care and related services in addition to food, shelter and personal care. A nursing home may be licensed as a skilled nursing facility, an intermediate care facility or an intermingled facility." The agency defines a personal care home as "a residential facility...providing for compensation, productive care and oversight of ambulatory, non-related persons who need a monitored environment but who do not have injuries or disabilities which require chronic or convalescent care, including medical, nursing or intermediate care. Personal care homes include those facilities which monitor daily residents' functioning and location, have the capacity for crisis intervention, and provide supervision in areas of nutrition, medicating and provision of medical care."

The Gold City Convalescent Care Center is the only nursing home in Lumpkin County. Currently, the facility has 102 beds with 100 being occupied. Gold Hill also operates a private personal care home. The facility is designed to accommodate 40 person and is 98 percent occupied. The other personal care facility, Northwoods, provides 15 beds and is at full capacity with a waiting list.

Senior Center

Lumpkin County has one senior center located just off the Dahlonega East Connector. The present facility is 5,600 square feet in size and includes a recreation room, quilt room, lounge, large activity room, offices and a kitchen. The center provides services to people over 60 regardless of their income level. These services include meals, on-site activities and recreational trips. The center has one vehicle, a passenger van, that is used to take participants on trips and shuttle needy persons back and forth to the center from their homes. The center is funded by a combination of federal, state and local monies. According to local senior center officials, the center will need an additional van due to the volume of persons participating in the program. If the single van is being used for a trip, transportation for other senior citizens is limited. Another van driver would also be needed. The senior center has one full-time director and uses volunteers to assist in all activities including driving the van.

The senior center will play an important role in Lumpkin County over the next few years. As Lumpkin County's population continues to age, it will be pressured to provide more services to senior citizens. The current facility will adequately serve the county for the next ten years.

Public Health Department

The Lumpkin County Health Department is located in the City of Dahlonega. The County Health Department, in conjunction with the Georgia Department of Human Resources, offers a variety of programs including cancer detection, children's medical services, community care, dental health, diabetes screening, family planning, hearing and vision screening, immunization, maternal health, personal care for the elderly, scoliosis screening, heart attack prevention, primary care and environmental health services. These programs, along with many others not mentioned, are available to all citizens in the area.

The Adult Learning/Mental Health Center

The adult learning and mental health center is now in operation, having been completed in August 2002. The county is pleased to offer such a beautiful center for the continuing education of its citizens. The facility was constructed with the assistance from funding from a Community Development Block Grant. The department is under the operation of the State of Georgia District 2, Department of Human Resources. The department receives some operating funds from the County.

The staff of six provides a comprehensive system of diagnostic, in-patient, outpatient, day treatment, residential and employment services and treatment of options for County citizens who have mental health, mental retardation, and substance abuse disabilities.

The current level of service provided by the mental health department is considered adequate. Future expansion and funding of mental health services is primarily dependant upon the case load methodology of the Georgia Department of Human Resources and will be addressed by the State as Lumpkin County continues to grow.

Educational Facilities

Public School System

Lumpkin County's public school system consists of three elementary schools, a middle school and a high school. The schools include Lumpkin County Elementary (592 students), Long Branch Elementary (472 students), Blackburn Elementary, (627 Students), Lumpkin County Middle School (906 students) and Lumpkin County High School (952 students). The school system has 473 employees. Of this number, 262 are teachers and 211 are administration and support staff. There is one teacher for every fourteen students. Approximately 60 percent of all teachers and administrators have masters or higher degrees. The Lumpkin County School System provides educational training in several areas including language arts, mathematics, science, social studies, foreign language and health and physical education. The system also provides a vocational and technical education program. Other programs offered by the school system include the Instructional Technology, Special Education, Advanced Placement and Fine Arts.

Both the middle (2000) and high school (2003) facilities were recently constructed to accommodate new growth. A satellite elementary school was constructed in 2002 to address growth needs in the southern part of the county. All of these facilities were constructed using SPLOST funds that were voted for almost 92% in 1997 in the amount of \$8,700,000 and a bond issue in the same amount.

**TABLE 7-8
 LUMPKIN COUNTY SCHOOL SYSTEM
 ANNUAL BUDGET 2002**

BUDGET ITEMS	AMOUNT
Revenues	
Local School Revenues	\$8,385,274
State of Georgia	\$14,106,495
Federal Government	\$1,255,138
Plus Beginning Balance	\$982,614
Total Revenue	\$23,746,907
Disbursements	
Instruction	\$15,910,205
Staff Services	\$1,099,119
General Administration	\$684,289
School Administration	\$1,285,617
Transportation	\$1,479,553
Maintenance and Operations	\$1,761,012,200,000
Total Expenditures	\$23,073,361
Total Balance	\$673,546

Source: Georgia DOE, Expenditure Report, 2002.

Colleges and Universities

North Georgia College and State University, located on a 400 acre campus in Dahlonega, is a four year senior college offering over 50 majors. The college has a total enrollment of approximately 4,200 students. Programs of study provided by the college include biology, business, chemistry, education, english, fine arts, mathematics, modern language, nursing, health, physical education and recreation, physics and social science. The college offers pre-professional programs in dentistry, engineering, law, medical technology, medicine, pharmacy and veterinary sciences. Masters degree programs in nursing, counseling, physical therapy and public administration has been added to the education masters degree program.

The college has a highly regarded ROTC program and is the only public, coeducational, liberal arts, senior military college in the nation.

North Georgia has a Center for Continuing Education. The center is housed in a 6,500 square foot facility offering various non-credit courses to the local community. The college also has a visual and performing arts program and is home of the John L. Nix Mountain Cultural Center that provides plays and concerts throughout the year. North Georgia College is the largest employer in Lumpkin County with a staff of 425.

The college is in the process of expanding two major academic buildings on campus. Future plans call for the renovation of the main administration building which sits atop the original foundation of the old U.S. Mint.

Vocational/Technical Schools

While there are no vocational or technical schools in Lumpkin County, there are several located in surrounding areas. These include Lanier Tech located in Oakwood (Hall County) and in Cumming (Forsyth County), Pickens Tech, located in Jasper (Pickens County) and North Georgia Technical Institute located in Clarkesville (Habersham County) and Blairsville (Union County).

Libraries and Cultural Facilities

The Lumpkin County Library is part of the Chestatee Regional Library System. The library consists of over 22,000 volumes and has over 8,000 patrons and had 87,672 visits during FY03. There are five full-time staff persons with four persons working part-time. Over 500 children participate in the library's summer reading program. The present facility was built in the early 1980's and was designed to serve the county for twenty years. The library has now exceeded its designed capacity. Patrons now have limited seating no study spaces. Collections have grown to the extent that the law library had to be moved to a down stairs storage room. County departments had used the library for meetings, offices and storage space. The library plans to increase its reading selections, especially in the young adult section. Minimum state standards call for 0.6 square feet of public library space per person. Based on population projections, the county library will need a facility of 31,500 square feet to meet growth needs. Other library facilities include those located at the local public schools and at North Georgia College and State University.

Cultural facilities include the John L. Nix Mountain Cultural Center (mentioned previously), Dahlonega's historic public square, the gold coins exhibit on the campus of North Georgia College, the Dahlonega Gold Museum, and the Holly Theater (currently undergoing restoration).

Solid Waste Management

Lumpkin County developed and adopted a Joint Comprehensive Solid Waste Management with the City of Dahlonega. The plan has been reviewed and approved by the Georgia Department of Community Affairs. The plan will serve as the vehicle for addressing solid waste management needs in Lumpkin County for the next ten years.

Water Supply and Sewerage Treatment

Lumpkin County has had a water authority since 1984, but it has only served in an advisory role. More recently the county developed a water department and system in the past few years. The system has about eight miles of water lines, primarily in the eastern and southern portions of Lumpkin County. The department facilitated the location and opening of Blackburn Elementary School in south Lumpkin County. The system serves approximately 700 customers in the unincorporated portions of Lumpkin County. The county system purchases some water from the City of Dahlonega and also provides water through a series of several well systems in their respective service areas. Most of the well systems owned by the county were once private community well systems serving large individual private developments. The county continues the practice of accepting selected private water systems into the county water system. The county has obtained property and is seeking a permit from Georgia EPD for the placement and use of a 500,000 gallon water tank at the intersection of Georgia 400 and Georgia SR 60. The tank will interconnect with the existing wells and lines and provide water service to much of the southern and eastern parts of Lumpkin County.

Longer term plans of the water department include obtaining a surface water withdrawal permit and the development of a water and sewage treatment facility, which will provide water services for the entire unincorporated area of the county.

The City of Dahlonega provides water services within its city limits and within limited unincorporated areas. The current capacity of the city's water plant is 1,500,000 gallons per day. Consumption averages approximately 850,000 gallons with a maximum of 1,500,000 gallons per day. The city has a storage capacity of 1,600,000 gallons, which is about a two day supply of water. The primary source of water is Yahoola Creek.

Lumpkin County is in the planning stages of developing and constructing a water and sewage treatment facility. It is anticipated that this facility will come on-line and provide sewer services to the southern portion of Lumpkin County, primarily along the Georgia 400 corridor within five years of plan completion.

The City of Dahlonega has a recently upgraded sewer plant that has a permitted capacity of 1,400,000 gallons per day. The current plant load is 600,000 to 700,000 gallons per day with a peak daily usage of 800,000 gpd. The city will not serve any unincorporated areas unless they agree to be annexed.

The county and city recently completed the construction of the 150 acre Yahoola reservoir along Yahoola Creek, and Ward Creek northeast of Dahlonega. In addition to serving as a water supply, the reservoir will serve some recreational needs

Parks and Recreation

Lumpkin County's Department of Park, Recreation and Leisure Services is a growing service in the county. The department has a staff of thirteen persons including a director, assistant director, maintenance supervisor and secretary. The department also has 22 various seasonal and part-time employees. Programs of the department include football, basketball, baseball, softball, tennis, swimming, and numerous other leisure and community programs. The department has traditionally focused on youth athletics, but has begun to emphasize adult programs. The county has a 21 acre recreational park located in Dahlonega off of the Dahlonega East Connector. The park consists of the following recreational facilities:

- 6 Baseball/Softball Fields (Lighted)
- 2 Athletic Field (Not Lighted)
- 4 Tennis Courts (Not Lighted)
- 1 Outdoor Basketball Court (Six Goals)
- 2 Playground
- 2 Batting Cages
- 1 Pavilion
- 1 Community Recreation Center for indoor competitions, programs and meeting spaces.

The American Legion Pool is the only outdoor swimming facility in the county available for public use. The pool was built in the 1950's and is in need of repair. The Park and Recreation Department has an agreement with North Georgia College and State University to use their swimming facilities.

The county is currently developing a 50 acre multi-use park on Yahoola Creek, two miles downstream from the Yahoola Creek Reservoir. The park is being developed to meet the active and passive recreation needs of the county. The facility will initially include six soccer fields and six fields for softball, baseball and tee ball. In addition, the complex will include walking trails along Yahoola Creek and around the periphery of the facility. The county has long term plans to connect the facility with the Yahoola Creek Reservoir (and a proposed state park) with

a two mile pedestrian trail along the creek. There is also a canoe trail in the county along the Chestatee River.

Based on discussions with department staff, it is estimated that the county needs an additional 60 acres of park land to meet current recreational demands. As with the current facility being developed, parks should be designed to provide both passive and active recreational activities (indoor and outdoor). Based on population projections, by the year 2025 the recreation and leisure services department will need 25 full time and 45 part-time employees to provide the same level of service as it is providing at the current time.

The county has an overall long term recreation master plan, which it follows in addressing the county recreational needs. This master plan will serve to better direct the county in providing adequate recreational facilities and programs through out the horizon of this plan.

There are also numerous recreational areas or facilities operated by the state and federal governments and private groups. These facilities include Cane Creek Falls, the Appalachian Trail, Dockery Lake, the Chattahoochee National Forest, Waters Creek Recreational Area, Chestatee Overlook, Woody Gap Overlook, Desoto Falls Recreational Area, Blackburn Park, and Lumpkin County Park.

Lumpkin County is also a participant in the Georgia Greenspace Program. Lumpkin County efforts to provide greenspace for the citizens have already begun. The County is diligently working with the U.S. Army Corps of Engineers to acquire property along the Chestatee River near the intersection of Highways 400 and 60 where the river enters Lake Lanier. A portion of this property and additional properties to be acquired will be used as passive recreation and is addressed in the Comprehensive Plan and in this greenspace application

It is the intention of the County to continue to identify lands that can be properly and formally protected as greenspace, and to make acquisition where feasible, or the implement other methods of permanently protecting these land wing conservation easements or similar means of accomplishing these objectives.

Lumpkin County envisions itself as adequate community, undergoing tremendous growth. The many streams, creeks, and rivers are focal points for a variety of recreational activities that make the County such an attractive destination. There is a great sense of “community pride” to be achieved by overlapping the goals of environmental protection and quality of life. Therefore, Lumpkin County’s program strives to identify, plan and create a structure that supports the achievement of this vision. Lumpkin County wishes to emphasize protection of our natural resources while to the greatest extent practical making hem accessible to our citizens. We wish to provide linkages between communities, neighborhoods and facilities in such a manner that people are able to relate

to each other as humans and celebrate the outdoors. Lumpkin County is dedicated to the incorporation of permanently protected greenspace in its long-term vision for unincorporated Lumpkin County. The Lumpkin County Greenspace Program seeks to create a comprehensive program that addresses the greenspace needs of all county residents, regardless of whether they live in a rural area or in a developed area, and also provides for local and accessible green spaces that contain a variety of uses.

Transportation

A more detailed presentation and discussion of transportation facilities, programs and services are located in the Transportation Element of this plan.

Roads

Lumpkin County contains over 510 miles of roadway. The state road system comprises 16.4 percent of the total road mileage while the county maintains 78.7 percent. Approximately 80 miles of roadway are unpaved. The goal of the county is to pave all county-maintained roads, which will contribute tremendously to a reduction in soil erosion and sedimentation problems.

**TABLE 7-9
LUMPKIN COUNTY
ROAD MILEAGE, 2003**

ITEM	NUMBER
Total Miles of Roads in Lumpkin County	510.92
Rank in State	120
Total Miles of State Routes	84.11
Total Miles of County Roads	401.97
Total Miles of City Roads	24.84
Total Unpaved Miles (All Roads)	79.435
Percent of Total Miles Unpaved (All Roads)	38.6
Total Paved Miles (All Roads)	431.49
Percent of Total Miles Paved (All Roads)	61.4
Rank in State of Total Paved Miles	80

Source: Georgia County Guide 2001.

Traffic volume along Lumpkin County's roads has increased over the past decade. The latest traffic counts indicate that State Route 400 is the most heavily used road in the county. This is followed by Georgia 60, State Route 9 and State Route 52

The Georgia Department of Transportation is involved with several road projects in the county. These include a request to add passing lanes to State Route 52 from County Route 190 to County Route 253, construction of the Dahlonega South Connector from State Route 9 to State Route 52, and resurfacing and shoulder work along Long Branch Road (a very heavily traveled county road) from Georgia 400 to State Route 52. The county is working with the State under the federal bridge assistance program to set priorities regarding various bridge projects throughout the county.

The widening of Cavender Creek Road was completed to accommodate heavy truck traffic. This route is in the "pre-planning" stage and is not a priority project. There has been a great deal of discussion regarding an east-west connector extending from Dalton to Toccoa. While this is not a new idea, it has received a great amount of attention over the past year. A committee of federal, state and local officials is in the process of studying the feasibility of the project. The committee is focusing on possible routes and anticipated environmental impacts. This route is being considered due to the limited access from east to west in North Georgia. It has not yet been determined whether the route should be a new four lane divided highway or if existing roads, with passing lanes, would suffice. Due to the fact that the project is in the early stages of planning, it is difficult to estimate its impact.

General Government

Lumpkin County has one county commissioner with other elected constitutional officers. In January 2005 the commission will expand to a five member commission for governments. County departments include Fire, Sheriff, Emergency Medical Services, Road, Economic Development, Landfill, Solid Waste, Planning, Park and Recreation, Senior Center, Clerk, Registrar and Tax Assessor. Administrative offices are located in the courthouse in Dahlonega. In regard to land use planning, the county has land use code, subdivision regulations, a mobile home ordinance, multi-family development regulations, erosion and soil sedimentation control ordinance, parkway development regulations, a sign ordinance and a building permit ordinance.

The majority of all county funds come from taxes followed by general government revenues as well as SPLOST and LOST funds, charges and user fees, licenses, fines and other taxes. Of the taxes collected, property taxes generate the most funds, just over 35% in 2003.

The county also shares some services with the City of Dahlonega. The county and city have evaluated and negotiated the delivery of local government services through the Service Delivery Strategy, which issue is addressed in the Intergovernmental Coordination Element of this plan

Approximately 30 county administrative employees are housed in the courthouse service in various departments and activities. In spite of recent renovations, work space and meeting space is limited. The county will need to expand to provide adequate space for court and county administrative services by 2005. It is recommended that the county commission a study to determine the long term needs for county administration and court services.

**TABLE 7-10
LUMPKIN COUNTY
GENERAL FUND EXPENDITURES, 2003**

GENERAL FUND EXPENDITURES	2003 BUDGET (\$)	% OF TOTAL BUDGET
General Government	1,774,996	13.62
Public Safety	5,019,179	38.51
Judicial	1,476,100	11.33
Public Works	792,406	6.08
Health and Welfare	368,916	2.83
Culture and Recreation	1,023,611	7.85
Housing and Development	523,372	4.02
Capital Outlay	67,602	0.52
Debt Service	87,250	0.67
Transfer Out	1,898,698	14.57
TOTAL	13,031,950	100.00

Source: Lumpkin County Comprehensive Annual Financial Report, 2003.

SUMMARY

Inventory

- ! The Lumpkin County Sheriff's Department has a staff of 71 persons.
- ! The department receives hundreds of calls a month.
- ! Lumpkin County has one of the lowest crime rates in the area.
- ! The Lumpkin County Fire Department is staffed by one full-time chief and seventy volunteers.
- ! The Fire Department has its main station in Dahlonega with six stations located around the county.
- ! Between 1995 and 2000, the Fire Department responded to over 900 fire calls.
- ! The county's Emergency Medical Service (EMS) has a staff of 7 full and 15 part-time personnel.
- ! EMS receives about 2,400 calls a year.
- ! The county is currently Phase Two of the enhanced 911 system.
- ! Lumpkin County has one hospital providing a total of fifty-two beds.
- ! The county has one nursing home and two personal care homes.
- ! The Lumpkin County School System consists of 3,550 students, 262 teachers and 211 administration and support staff. The school system has a budget of over \$23 million.
- ! North Georgia College has a student enrollment of 4,200 and a staff of over 400 persons.
- ! The Lumpkin County Library consists of over 22,000 volumes and has over 8,000 patrons and 87,000 visits annually.
- ! The county has a growing and expanding water system, but currently does not have a sewer system. The City of Dahlonega provides both services in and around the city.
- ! The county is in the process of planning the construction of water treatment and wastewater treatment facility to assure an adequate water supply and sewer services in the county.
- ! The Park, Recreation and Leisure Services Department is providing excellent recreation opportunities to the citizens of Lumpkin County. The department also administers the county greenspace program.
- ! The county has a 28 acre recreational complex located in Dahlonega and is currently developing a 55 acre complex on Yahoola Creek.
- ! The county has one public airport consisting of one 3,000 foot runway.
- ! The county has approximately 511 miles of roads. The state maintains 16.5 percent of the total road mileage while the county maintains 78.7 percent.

- ! State Route 400 is the most heavily used road in Lumpkin County.
- ! Lumpkin County has a sole commissioner government and is expanding to a five member commission in 2005. The county 2003 annual budget was\$ 13 million.
- ! In spite of renovations, the county courthouse is near is capacity for optimal use.

Assessment

- ! The Lumpkin County Sheriff's Department is presently understaffed. To provide adequate coverage, the department will need 17 additional employees, including four patrol officers and one detective. The department will need a total staff of 128 by the year 2025 to provide an adequate level of service.
- ! The Fire Department has twoe full-time employees. An updated strategic plan should consider the need for additional full-time personnel, one at each station in the county and an administrative assistant at headquarters.
- ! The Fire Department will need two new engines in the next ten years as well as a ladder truck.
- ! EMS will require a new rescue truck in the next five years and one new crew and vehicle every subsequent five years through the horizon of this plan. As the county population increases in age the number of calls to EMS increase accordingly. The county may be able to address this issue through the use of part-time personnel serving part time shifts.
- ! The senior center will play an important role in the county as the population continues to age. The center is adequate to serve the county population through the year 2015.
- ! The county has a shortage of meeting and storage space. A records management system should be considered in order to reduce the need for storage space.
- ! The county needs to develop another 60 acres of park land, including another community center to meet recreational demands by 2025. Some of this will park land will come from the county's greenspace plan and participation in the state greenspace program.
- ! The county should commission a study and plan to develop the long term facility needs for local and state courts and county administration.
- ! As the population ages and the retirement population grows in Lumpkin County, a need will arise for additional personal care facilities.

Public Facility Strategies...

Ensure the rational and responsive expansion, improvement, development and outfitting of public service facilities according to need, current and future population, land use and suitability, user safety and comfort, public accessibility, community objectives, and optimum use of public funds.

Ensure that infrastructure keeps pace with new development. Develop a 20 year Facilities Capital Improvement Plan and program tied to the County's Comprehensive Plan, to be updated every 5 years.

- ③ Program public services and facilities in development areas as outlined on the Future Land Use map.
- ③ Adopt public service and facility standards to ensure new development will only be approved when the facilities to serve it will concurrently be available.
- ③ Conduct a needs assessment to determine which public services do not currently meet local needs, may be eliminated or modified, and identify the potential implementation of public services that are in demand locally but, are not currently provided.
- ③ Require all construction, expansion, and alterations to public facilities comply with or exceed all local, state, and federal standards, including the Americans with Disabilities Act.

Program adequate operation and maintenance costs prior to expansion of all community facilities and services.

Develop a long-term maintenance plan for community facilities.

Solid Waste Strategies...

Implement an on-going monitoring of the amount and composition of the solid waste generated within the County in order to have sound information upon which to base solid waste management decisions and to determine if state-wide and local goals have been met through the waste composition database.

Utilize the 20 Year Capital Improvements Plan as a mechanism to:

- ③ Ensure solid waste treatment and disposal requirements serving Lumpkin County meet regulatory requirements and are in place when needed to support and facilitate effective solid waste handling programs today and for a 10-year period.
- ③ Ensure proposed solid waste handling facilities are sited in areas suitable for such developments, are compatible with surrounding land uses, and are not considered for location in areas which have been identified as having environmental or other land use limitations.

Emphasize education and public relations activities to increase awareness of current programs to reduce the solid waste stream, including source reduction; composting, recycling and personal waste reduction programs, as well as, the implications of non-compliance.

Water Provision Strategies...

Review the potential for development of public water and sewer service for the unincorporated areas of the county.

Investigate the possibility of contracting with Dahlongega to expand water and sewer service into the unincorporated areas of the County.

Encourage the expansion of water and sewer only in areas planned for more intense development in order to discourage intrusion into rural areas.

Public Safety Strategies...

Maintain adequate jail/detention facility space that meets applicable state/federal standards.

Maintain and upgrade the 911 system countywide.

Evaluate capabilities of fire fighting equipment and improve/upgrade equipment where appropriate, consistent with local resources.

Require development to meet all applicable building and fire prevention codes.

Hospitals and Other Public Health Facility Strategies...

Continue to work with the Lumpkin County Board of Health to develop and expand programming to meet the needs of the County's citizens.

Monitor demographic trends to ensure adequate health facilities are in place to meet the needs of an increasing mature population.

Recreation and Open Space Strategies...

Secure adequate future sites for passive and active recreational activities by identifying sites possessing the foremost combinations of natural features, size, and location, suited for the type of experience to be provided.

Update current facilities or develop new facilities as needed, in order to meet current shortfall in demand, such as tennis courts, soccer fields, ball fields, and equestrian facilities, as part of the overall recreational facilities planning process.

- ③ As part of the overall recreational facility planning process, provide adequate site areas and facilities for both active and passive recreational opportunities, centrally located in relation to existing and planned residential areas, serving all residents within a targeted travel time.
- ③ Consider the distribution of current and future population when planning for new park facilities and enhancing existing facilities.
- ③ Target the development of additional opportunities for passive and natural activities, and facilities such as rest areas, campgrounds, lookout points, and interpretive areas.

Encourage developers to reserve open space within or adjacent to proposed development sites.

Seek to jointly use public school properties for community recreational programs and activities when not in use by the public school system.

Cultural and Library Strategies...

Maintain library capacity to meet and exceed the current user population.

Educational Strategies...

Support/cooperate with the Board of Education to provide a public school system that enables all students to realize their highest potentials as individuals and members of society, by maintaining facilities that are not operating at over-capacity conditions in pace with enrollment.

- ③ Develop a clear coordination process between the County and the Board of Education in order to maximize opportunities in the selection of future school sites and the expansion of existing sites.
- ③ Encourage early land reservation by the County and Board of Education to minimize future land costs and obtain best sites.

Continue to promote local opportunities for human resource development and employee training.

Provide adult literacy programs and enhance education of adults.

TRANSPORTATION ELEMENT

Transportation Overview

According to the U.S. Census Bureau's 2000 Census Data, Lumpkin County has an estimated population of 21,016 and is comprised of some 284.47 square miles. The density per square mile for this area is approximately 73.9 persons and 31.6 housing units. The City of Dahlonega, likewise, has a total population of 3,638 persons with a total square mileage of 4.12 miles. The density per square mile for Dahlonega is 883.0 persons and 286.65 housing units. The estimated work-eligible population (16 years and over) is 16,458; of those individuals 10,776 are in the labor force.

In evaluating the transportation network of a community it is important to evaluate certain economic and social patterns that impact such infrastructure. For this reason, a list of relevant employment and commuting census data is listed in the tables below. These tables provide the reader with an understanding about the uses of Lumpkin County's transportation network and the factors, which impact this network.

Table 8.1 provides a comparison between Lumpkin County, Dahlonega and statewide statistics for place of work for workers. It is important to recognize that the majority of Lumpkin County's work population (51.3%) remained inside the county while 47.86% worked outside the county. Likewise, the majority of the City of Dahlonega's workforce (62%) worked within the county and 37% chose to work outside the county. Less than one percent of the total eligible workers for the county and city traveled outside of the state for work. By knowing where people are working transportation planners are able to better understand traffic patterns.

Table 8.1

P26. PLACE OF WORK FOR WORKERS 16 YEARS AND OVER--STATE AND COUNTY LEVEL
[5] - Universe: Workers 16 years and over

	Georgia	Lumpkin County, Georgia	City of Dahlonega
Total:	3,832,803	10,118	1,703
Worked in state of residence:	3,737,030	10,033	1,692
Worked in county of residence	2,240,758	5,191	1,063
Worked outside county of residence	1,496,272	4,842	629
Worked outside state of residence	95,773	85	11

U.S. Census Bureau
Census 2000

Furthermore, *Table 8.2* helps to define how people chose to travel to work. This table reflects the commute travel modes for Lumpkin County and Dahlonega. Not surprisingly, 93.55% of all working residents of the county traveled to work by vehicle in 2000. Of those traveling to work by vehicle, 75.3% chose to drive alone while 18.2% chose to carpool, 3.31% chose to walk or ride a bicycle to work, 0.83% chose other means, and 1.97% worked from home. Public transportation comprised less than one percent (only 0.35%) of those traveling.

For the City of Dahlonega, 83.6% of its working residents traveled to work by vehicle. Eighty-eight percent (88.5%) chose to drive alone, while 11.5% chose to carpool; 13.2% chose to walk or ride a bike, 1.5% chose other means, and 1% worked from home. Public transportation also comprised of less than one percent for city residents.

Table 8.2

**P30. MEANS OF TRANSPORTATION TO WORK FOR WORKERS 16 YEARS AND OVER [16] -
Universe: Workers 16 years and over**

	Georgia	Lumpkin County, Georgia	City of Dahlonega
Total:	3,832,803	10,118	1,703
Car, truck, or van:	3,525,972	9,465	1,424
Drove alone	2,968,910	7,623	1,260
Carpooled	557,062	1,842	164
Public transportation:	90,030	35	4
Bus or trolley bus	59,355	35	4
Streetcar or trolley car (publico in Puerto Rico)	843	0	0
Subway or elevated	20,116	0	0
Railroad	1,762	0	0
Ferryboat	382	0	0
Taxicab	7,572	0	0
Motorcycle	3,055	8	8
Bicycle	5,588	24	14
Walked	65,776	311	210
Other means	33,396	76	26
Worked at home	108,986	199	17

U.S. Census Bureau
Census 2000

Table 8.3 further defines the vehicle occupancy types for workers who chose to carpool. The average carpool for Lumpkin County and Dahlonega was 2 persons per vehicle. The data reveals that 71.3% (county) and 75% (city) were 2 person carpools, 17.3% (county) and 17.1% (city) were 3 person carpools, 7.7% (county) and 2.4% (city) were 4 person carpools, 3.2% (county) and 5.5% (city) were 5 to 6 person carpools, and 0.49% (county only) were 7 or more person carpools.

Table 8.3

**P35. PRIVATE VEHICLE OCCUPANCY FOR WORKERS 16 YEARS AND OVER [10] - Universe:
Workers 16 years and over**

	Georgia	Lumpkin County, Georgia	City of Dahlonega
Total:	3,832,803	10,118	1,703
Car, truck, or van:	3,525,972	9,465	1,424
Drove alone	2,968,910	7,623	1,260
Carpooled:	557,062	1,842	164
In 2-person carpool	406,954	1,314	123
In 3-person carpool	87,725	318	28
In 4-person carpool	34,505	142	4
In 5- or 6-person carpool	18,718	9	9
In 7-or-more-person carpool	9,160	9	0
Other means (including those who worked at home)	306,831	653	279

U.S. Census Bureau
Census 2000

Tables 8.4 and 8.5 provide a better understanding about the average trip length (time) for workers in Lumpkin County and Dahlonega. Table 8.4 reveals that the average travel time for workers was somewhere between 10-24 minutes (county) and 5-24 minutes (city) in length for those who didn't work at home. However, a significant amount of the county population (10.3%) drove 30-34 minutes to work and (11.6%) drove 45 to 59 minutes to work. The maximum travel time was 90 minutes or more, which comprised only 4.5% of the working population.

Table 8.4

P31. TRAVEL TIME TO WORK FOR WORKERS 16 YEARS AND OVER [15] - Universe: Workers 16 years and over

	Georgia	Lumpkin County, Georgia	City of Dahlonega
Total:	3,832,803	10,118	1,703
Did not work at home:	3,723,817	9,465	1,686
Less than 5 minutes	93,446	445	144
5 to 9 minutes	334,403	863	449
10 to 14 minutes	511,628	1,468	226
15 to 19 minutes	583,820	1,535	215
20 to 24 minutes	519,875	1,226	214
25 to 29 minutes	209,374	316	55
30 to 34 minutes	535,531	1,021	71
35 to 39 minutes	108,867	326	58
40 to 44 minutes	132,121	273	41
45 to 59 minutes	347,610	1,152	69
60 to 89 minutes	234,588	846	98
90 or more minutes	112,554	448	46
Worked at home	108,986	199	17

U.S. Census Bureau
Census 2000

Table 8.5 breaks the travel time down further by observing the types of transportation utilized along with travel lengths. Some 59% of workers traveling by non-public transportation means, spent less than 30 minutes traveling to work. Additionally 16.3 % traveled 30-44 minutes, with the remaining population traveling 45 or more minutes.

Table 8.5

P32. TRAVEL TIME TO WORK BY MEANS OF TRANSPORTATION TO WORK FOR WORKERS 16 YEARS AND OVER WHO DID NOT WORK AT HOME [13] - Universe: Workers 16 years and over who did not work at home

	Georgia	Lumpkin County, Georgia	City of Dahlonega
Total:	3,723,817	9,919	1,686
Less than 30 minutes:	2,252,546	5,853	1,303
Public transportation	25,868	35	4
Other means	2,226,678	5,818	1,299
30 to 44 minutes:	776,519	1,620	170
Public transportation	20,442	0	0
Other means	756,077	1,620	170
45 to 59 minutes:	347,610	1,152	69
Public transportation	13,742	0	0
Other means	333,868	1,152	69
60 or more minutes:	347,142	1,294	144
Public transportation	29,978	0	0
Other means	317,164	1,294	144

U.S. Census Bureau
Census 2000

Table 8.6 shows the various times workers leave their homes to travel to work. According to the data, the majority of workers left home between 7:00 and 8:00 A.M. in order to reach work on time. Therefore, the average weekday peak hours of travel would be between 6 o'clock and 8:30 in the morning.

Table 8.6

P34. TIME LEAVING HOME TO GO TO WORK FOR WORKERS 16 YEARS AND OVER [17]- Universe: Workers 16 years and over

	Georgia	Lumpkin County, Georgia	City of Dahlonega
Total:	3,832,803	10,818	1,703
Did not work at home:	3,723,817	9,919	1,686
12:00 a.m. to 4:59 a.m.	108,019	375	58
5:00 a.m. to 5:29 a.m.	102,302	339	41
5:30 a.m. to 5:59 a.m.	156,682	542	40
6:00 a.m. to 6:29 a.m.	343,349	1,140	73
6:30 a.m. to 6:59 a.m.	422,728	1,098	107
7:00 a.m. to 7:29 a.m.	608,777	1,491	156
7:30 a.m. to 7:59 a.m.	610,869	1,687	271
8:00 a.m. to 8:29 a.m.	391,849	863	158
8:30 a.m. to 8:59 a.m.	187,692	267	97
9:00 a.m. to 9:59 a.m.	204,205	514	102
10:00 a.m. to 10:59 a.m.	79,927	185	63
11:00 a.m. to 11:59 a.m.	34,761	81	24
12:00 p.m. to 3:59 p.m.	219,434	844	343
4:00 p.m. to 11:59 p.m.	253,223	493	153
Worked at home	108,986	199	17

U.S. Census Bureau Census 2000

Land Use and Transportation

The high reliance on vehicle use for mobility is to a large extent the result of the separation of land uses. Single-family subdivisions are located in the county in areas distant from employment and activity centers, leading to a greater reliance on vehicles and an increase in vehicle miles traveled, as has been noted in the previous section. Likewise, current housing opportunities within Lumpkin County and the City of Dahlonega are not often located within a convenient walking distance to employment/activity centers, thus requiring vehicle use when public transit is not readily available. Working at home (i.e., home occupations) helps to reduce vehicle travel. Offering opportunities to walk to destinations also reduces vehicle dependency. The density and patterns of land usage has a major bearing on the modes and distances of travel.

Lumpkin County and the City of Dahlonega recognize the intrinsic relationship between Land use patterns/densities and travel patterns/behaviors. As a result, Lumpkin County and Dahlonega's comprehensive plan supports mixed uses in the downtown central business district, and the mixing of office and commercial uses so that daily lunchtime trips are shortened, reduced, or completely eliminated.

A. Inventory & Needs Assessments

According to the University of Georgia's annual publication of *The Georgia County Guide 2003, 22nd Edition*, Lumpkin County has approximately 510.92 miles of roadway. There is 84.11 miles of state route, 401.97 miles of county roads, and 24.84 miles of city streets that comprises Lumpkin County's roadway network. The report indicates that these numbers represent a 12.7% increase since 1993. Of the total road mileage, 431.49 miles or 84.5 % is paved and 79.43 miles or 15.5 % is unpaved. This is an increase of 54.9 % in the amount of paved mileage for the county since 1993. The GCG data further reveals that there are 25,699 registered vehicles and 15,933 licensed drivers in Lumpkin County. These local drivers along with

the countless number of visitors and tourists, who come to Lumpkin County annually, traveled some 797,537 daily vehicle miles.

The Georgia Department of Transportation's annual 400-Series Reports for 2002, indicates that the City of Dahlonega has approximately 37.03 miles of roadway. There is 10.10 miles of state route, 2.09 miles of county roads, and 24.84 miles of city streets that comprises Dahlonega's roadway network. The report indicates that these numbers represent a 17% increase since 1992. Of the total road mileage, 36.50 miles or 99% is paved and 0.53 miles or 1% is unpaved. This is an increase of 22% in the amount of paved mileage for the city since 1992. The total daily vehicle miles traveled in the City of Dahlonega for 2003 was 119,356 miles. This represents a 53% increase from 1992.

Currently, Lumpkin County has one airport and a recently established rural on-demand transit program. Dahlonega/Lumpkin County has no rail system, nor a navigable waterway system. Currently, sidewalks are only available within the City of Dahlonega and recreational pedestrian trails are limited to national forest areas and the North Georgia College and State University campus in Dahlonega, GA.

Roadways

In order to determine the adequacy of a roadway system, it is necessary to inventory all road facilities according to how they fulfill two purposes: (1) movement of traffic, and (2) access to property. By evaluating the degree to which a particular roadway serves each of the two basic functions, a functional classification can be determined.

Functional Classification

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel

can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a roadway network. Functional classification is routinely used for planning roadway system development, determining the jurisdictional responsibility for particular systems, and fiscal planning. Therefore, understanding the function of a road is critical to the transportation planning process. The parameters established by a road systems function will greatly impact the need for future improvements to the system.

The U.S. Department of Transportation (USDOT) and the Federal Highway Administration (FHWA) have identified 11 different types of Functional Classifications in the United States. Each individual State’s designated Transportation Agency is responsible for the classification of all roads in the public road system. In Georgia, this responsibility belongs to the Department of Transportation (GDOT). *Table 8.7*, shown below, identifies the different types of classifications used for roadways in Georgia.

**Table 8.7
Types of Functional Classifications**

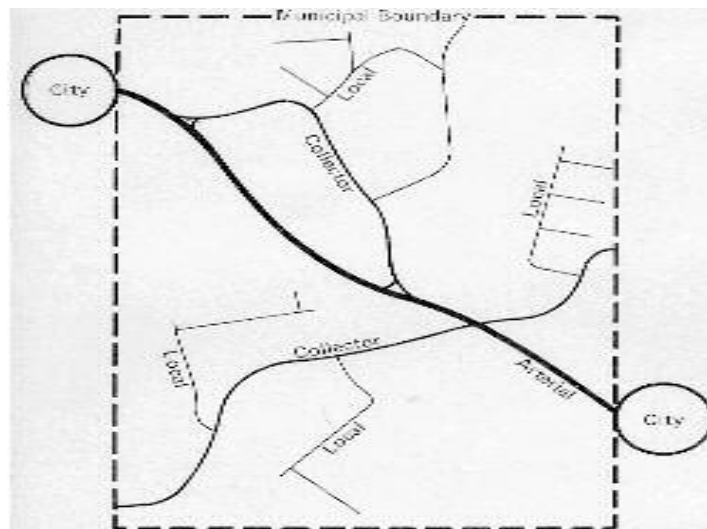
Key For Functional Classification	Stands For
IPA	Interstate Principal Arterial
PAR	Principal Arterial- Rural
MAR	Minor Arterial- Rural
MCR	Major Collector- Rural
NMC	Minor Collector- Rural
LOC	Local- Rural
UFY	Freeway- Urban
UPA	Principal Arterial- Urban
MAS	Minor Arterial- Urban
CST	Collector Street- Urban
LOU	Local- Urban

Source: GDOT, Office of Transportation Data

(Note: For the purpose of this document, only rural classifications are relevant to Lumpkin County.)

Generally, most roadways fall into one of four broader categories-- *principal arterial, minor arterials, collector roads, and local roads*. **Arterials** provide longer through travel between major trip generators (larger cities, recreational areas, etc.); and **collector** roads collect traffic from the local roads and also connect smaller cities and towns with each other and to the arterials; finally, **local** roads provide access to private property or low volume public facilities. *Figure 8.1* below, shows a diagram map of these four categories.

Figure 8.1: Illustrates Functional Classification Categories



Arterial Roadways

Generally, the primary function of an arterial roadway is to move traffic thru a defined region or corridor. The most common rural arterial systems are Interstate facilities. These roadways typically provide limited access to the facility and carry large volumes of traffic at higher speeds. Within municipal boundaries and in some rural non-municipal areas, these systems may provide limited access to cross streets and driveways to private property. There are two different types of arterial roadways: principal (major) arterials and minor arterials.

Principal (major) arterials serve major activity centers and major corridors within a community or defined area and typically have the highest traffic volumes. These roadways carry a large proportion of trips with origins and destinations within the surrounding region. They also serve to move thru-traffic into and out of

the region or area by connecting them to other communities. These roadways may provide access to private property or be a controlled access facility. Typically, these facilities have 100 to 200 feet right-of-way, four or more lanes, and may be divided by a median or some type of barrier. Speeds are generally high- ranging from 45 mph to 70 mph. Interstates and freeways are the best example of such road systems.

Minor arterials are often classified as streets and highways (non-interstate or freeways) that interconnect with and compliment the principal (major) arterials. These roadways serve trips of moderate length and emphasize more land access than major arterial roads. Minor arterials usually have 80 to 120 feet of right-of-way and have wide intersections with turn lanes. These roadways may have up to five lanes of traffic. However, most facilities in rural areas are two lanes. Speed limits are moderately high- ranging between 45-65 mph. Most State Routes typically fall into this category. The rural minor arterial road system should, in conjunction with the principal arterial system, form a rural network having the following characteristics:

- ③ Link cities and towns (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and inter-county service.
- ③ Be spaced at such intervals, consistent with population density, so that all developed areas of the State are within a reasonable distance of an arterial highway.
- ③ Provide (because of the two characteristics defined immediately above) service to corridors with trip lengths and travel density greater than those predominantly served by rural collector or local systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to thru movement.

Figure 8.2:
*Illustrates
Rural Arterial
Characteristics*

Characteristics of Rural Arterial Highways Summary

- 1. Long Distance**
- 2. Higher Speeds**
- 3. Higher Volumes of traffic – Multilane Facilities**
- 4. Interstate Travel - Interstate System**
- 5. Links Major Cities**
- 6. Statewide and Inter-county Travel**
- 7. Area Service Coverage**

According to the most recent data available for Lumpkin County, there are ten roadways that are classified as arterial roads. Six are classified as Rural Principal Arterial (PARs) or major roadways and four are classified as minor arterials. Below you will find a break down of these roadways and their assigned class:

- ⌚ **Principal Arterials (PAR)**
 - *SR 9 (milepoints 1459- 2463)*
 - *SR 9 Business (mpts 0062 - 0070)*
 - *SR 11*
 - *SR 60 (mpts 0266 – 0773)*
 - *SR 60 Business*
 - *SR 400*
- ⌚ **Minor Arterials (MAR)**
 - *SR 9 (milepoints 0000 - 1232)*
 - *SR 52 (mpts 1491 - 2164)*
 - *SR 60 (mpts 0000 - 0266)*
 - *SR 115 (mpts 0564 - 0353)*

Collector Roadways

The primary purpose of a collector road is to collect traffic from other roadways in commercial and residential areas and then distribute that traffic onto arterial road systems. Some collector roads serve thru-traffic as well as local traffic, which accesses nearby destinations. Essentially, collectors are designed to provide a greater balance between mobility and land access within residential, commercial, and industrial areas. The makeup of a collector facility is largely dependent upon the density, size, and type of abutting developments. Additionally, due to the emphasis on balancing between mobility and access, a collector facility is better designed to accommodate bicycle and pedestrian activity while still serving the needs of the motoring public.

Collectors typically have 60-100 feet right-of-ways and two to four travel lanes. Collectors intersect with cross-streets and driveways more frequently than arterial systems. Speeds and traffic volumes along these roadways are moderate. Posted speed limits are generally between 30-55 mph.

There are two types of Collectors: major collectors and minor collectors- although there are only slight differences between the two.

Major Collector routes should: (1) Provide service to any county seat not on an arterial route, to larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance, such as consolidated schools, shipping points, county parks, important mining and agricultural areas, etc.; (2) link these places with nearby larger towns or cities, or with routes of higher classification; and (3) serve the more important intra-county travel corridors. There are fourteen Rural Major Collector Roads (MCRs) in Lumpkin County and include either all or portions of the following roadways:

- *SR 9 (mpts 1232 - 1459)*
- *SR 9 Business (mpts 0000 -0056, 0070 - 0123)*
- *SR 52 (mpts 0000 - 0954, 2164 – 2475)*
- *SR 60 (mpts 1573 - 2108)*
- *SR 115 (mpts 0000 - 0438)*
- *CR 41/Cooper Mine Road (mpts 0189 - 0342)*
- *CR 46/Grindle Bridge Road*
- *CR 52/Old Lewis School Road*
- *CR 66/Cavendar Creek Road*
- *CR 134/Frogtown Road (mpts 0105 - 0307)*
- *CR 187/Camp Wahsega Road*
- *CR 188/Long Branch Extension*
- *CR 190/Town Creek Road (mpts 0216 - 0372)*
- *CR 226/Auraria Road*

Minor Collector routes should: (1) Be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road; (2) provide service to the remaining smaller communities; and (3) link the locally important traffic generators.

There are thirteen Minor Collector Roads (NMCs) in Lumpkin County and also include either all or portions of the following roadways:

- *CR 2/Castle Bridge Road*
- *CR 5/Lumpkin County Pkwy (mpts 0090 - 0536)*
- *CR 41/Cooper Mine Road (mpts 0000 - 0189)*
- *CR 72/Siloam Church Road (mpts 0000 - 0287)*
- *CR 75/Oak Grove Ch. Rd (mpts 0000 – 0285, 0038 - 0696)*
- *CR 83/Black Mtn. Rd/Yahoola Church Rd/Yahoola Rd*
- *CR 84/Stone Pile Gap Road*
- *CR 93/Wash Rider Road*
- *CR 116/Mill Creek Church Road*
- *CR 134/Frogtown Road (mpts 0000 - 0105)*
- *CR 186/Little Mtn. Road (mpts 0000 – 0101)*
- *CR 190/Town Creek Road (mpts 0000 – 0216, 0583 – 0735)*
- *CR 202/Sheep Wallow Road (mpts 0352 - 0532)*

*Figure 8.3:
Illustrates
Rural Collector
Characteristics*

- Characteristics of Rural Collector Highways Summary**
- 1. Shorter Trips**
 - 2. Moderate Speeds**
 - 3. Lower Volumes of Traffic - Two Lane Facilities**
 - 4. Intra-county Travel**
 - 5. Serves:**
 - a. County Seats**
 - b. Larger Towns not on Higher System**
 - c. Consolidated Schools**
 - d. Shipping Points**
 - e. Larger Manufacturing Areas**

Local Roadways

Local roadways, because of their design features, are influenced less by traffic volumes and are tailored to provide more local access and community livability. Mobility on local facilities is typically incidental and involves relatively short trips at lower speeds to and from collector facilities. They are designed for neighborhood environments. This "neighborhood" nature requires travel speeds to be generally lower than collectors and arterials. Posted speed limits on local city streets generally range between 15 and 35 mph, depending on available right-of-way and the adjacent land uses. Local county roads are generally posted between 30-55 mph. Traffic volumes on local streets are generally less than 5,000 vehicles per day, and often vary depending on available right-of-way and the adjacent land uses.

Pedestrian and bicycle safety and aesthetics are generally high priorities on local road systems in and around residential and commercial areas. Wider travel lanes and broader turning radii, to accommodate larger vehicle sizes, are major considerations on local streets in industrial/commercial areas.

The rural local road system should have the following characteristics: (1) Serve primarily to provide access to adjacent land; and (2) provide service to travel over relatively short distances as compared to collectors

or other higher systems. Local roads will, of course, constitute the rural mileage not classified as part of the principal arterial, minor arterial, or collector systems.

Figure 8.3:
Illustrates
Rural Local Characteristics

Characteristics of Rural Local Highways Summary
<ol style="list-style-type: none">1. Adjacent Land is Primary Function2. Shortest distances3. Low Speeds4. Low Volumes5. Roads not Falling in Higher Systems

Road System Inventory

The majority of all roadways in Lumpkin County are functionally classified as rural local roads. Lumpkin County's remaining roadways are classified respectively as follows: major collectors- rural; minor collectors- rural; minor arterials- rural; and principal arterials- rural. These roadway classifications can be further analyzed using the Georgia Department of Transportation's 400-Series Reports. *Table 8.8* provides a more detailed breakdown of the various functional classes for Lumpkin County roadways by mileage, route type, and road system.

**Table 8.8
Mileage By Route Type and Road System
Lumpkin County
12/31/2002**

<i>Type Road System</i>	STATE ROUTE		COUNTY ROAD		CITY STREET		TOTALS	
	<i>Mileage</i>	<i>VMT</i>	<i>Mileage</i>	<i>VMT</i>	<i>Mileage</i>	<i>VMT</i>	<i>Mileage</i>	<i>VMT</i>
RURAL PRINCIPAL ARTERIAL	33.37	201046.00	0.00	0.00	0.00	0.00	33.37	201046.00
RURAL MINOR ARTERIAL	24.61	129304.00	0.00	0.00	0.00	0.00	24.61	129304.00
RURAL MAJOR COLLECTOR	26.13	72976.00	39.31	66141.10	0.00	0.00	65.44	139117.10
RURAL MINOR COLLECTOR	0.00	0.00	46.17	126173.90	0.00	0.00	46.17	126173.90
RURAL LOCAL	0.00	0.00	316.49	183719.40	24.84	18176.80	341.33	201896.20
RURAL TOTAL	84.11	403326.00	401.97	376034.40	24.84	18176.80	510.92	797537.20
TOTALS	84.11	403326.00	401.97	376034.40	24.84	18176.80	510.92	797537.20

Source: GDOT 400 Series Reports # 445.

Furthermore, Table 8.9 indicates the major road inventory for Lumpkin County with corresponding classifications, number of lanes, and agency jurisdiction/responsibility.

**Table 8.9
Major Road Inventory By Functional Classification,
Number of Lanes, and Jurisdiction-
Lumpkin County and City of Dahlonega**

Road Number	Name of Roadway	Descriptions (From/To)	Functional Classification	Number of Lanes	Jurisdiction
SR 9	Dawsonville Hwy	Dawson Co line to SR 11/US 129	PAR/MAR/MCR	2	State
SR 9 Business	E&W Main Streets	City Limits to City Limits	PAR/MCR	2	State
SR 11/US129	Andrew Jackson Hwy	White Co Line to Union Co Line	PAR	2	Federal & State
SR 52	None	Dawson County Line to Hall Co Line	MAR/MCR	2	State
SR 60	None/Pine Tree Road	Hall Co Line to Union Co Line	PAR/MAR	2-4	State
SR 60 Business	South Chestatee Street/N.Oak Street	City Limits to City Limits	PAR	2	State
SR 115	Cleveland Hwy/Long Branch Road	Hall Co Line to White Co Line	PAR/MAR	2	State
SR 400	None	Dawson Co Line to SR 60	PAR	4	State
CR 2	Castleberry Bridge Road	Auraria Rd to SR 9	NMC	2	Local
CR 5	Lumpkin Co Pkwy	SR 400 to SR 400	NMC	2	Local
CR 41	Cooper Mine Road	SR 52 to Cavenders Creek Road	MCR/NMC	2	Local

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CR 46	Grindle Bridge Rd	Cavenders Creek Rd to Roy Grindle Rd	MCR	2	Local
CR 52	Old Lewis School Road	Town Creek Church Road to Lewis School Rd	MCR	2	Local
CR 66	Cavender Creek Road	SR 9 Bus to White Co Line	MCR	2	Local
CR 72	Siloam Church Road	SR 9/52 to Davis Chapel Rd	NMC	2	Local
CR 75	Oak Grove Church Rd	SR 60 to Pat Gooch Rd	NMC	2	Local
CR 83	Black Mtn/ Yahoola Rd/ Yahoola Ch.Rd	Camp Wahsega Rd to Pat Gooch Rd	NMC	2	Local
CR 84	Stone Pile Gap Road	SR 9/60-US 19 to Yahoola Rd	NMC	2	Local
CR 93	Wash Rider Road	Oak Grove Rd to Camp Wahsega	NMC	2	Local
CR 116	Mill Creek Church Road	Little Mountain Rd to Sheep Wallow Rd	NMC	2	Local
CR 134	Frogtown Road	Old Lewis School Rd to Damascus Church Rd	MCR/NMC	2	Local
CR 186	Little Mountain Road	SR 9 to Max Wehunt Rd	NMC/LOC	2	Local
CR 187	Camp Wahsega Road	SR 60 to Cooper Gap Rd	MCR	2	Local
CR 188	Long Branch Rd & Extension	SR 60 to SR 52	MCR	2	Local
CR 190	Town Creek Road	Cavenders Creek Rd to White Co Line	MCR/NMC	2	Local
CR 202	Sheep Wallow Road	Sam Davis Rd to Little Mountain Road	NMC	2	Local
CR 226	Auraria Road	Dawson Co Line to SR 52	MCR	2	Local

Source: Compiled by Georgia Mountains RDC based on data from GDOT, 2003.

Traffic Counts

Table 8.10 provides the most current traffic counts available for Lumpkin County. Annual Average Daily Traffic (AADT) is the total volume on a roadway segment for one year divided by the number of days in the year. The AADT estimates are shown on the AADT MAP. All traffic count data is provide by the Georgia Department of Transportation and generated using data elements contained in the MTPT evaluation conducted during this study. For further details refer to *Appendix A*.

**Table 8.10
2002 Traffic Counts
Major Roads in Lumpkin County**

Road Number	Road Name	F.C.	AADT
SR 9	Dawsonville Hwy	PAR/MAR/MCR	14,217
SR 9 Bus.	E&W Main Streets	PAR/MCR	7,741
SR 11/US 129/19	Andrew Jackson Hwy	PAR	2,562
SR 52	None	MAR/MCR	7,216
SR 60	Pine Tree Road	PAR/MAR	12,919
SR 60 Bus.	South Chestatee Street/N Oak Street	PAR	14,089
SR 115	Cleveland Hwy/Long Branch Rd	PAR/MAR	5,845
SR 400	None	PAR	16,796
CR 2	Castleberry Bridge Road	NMC	1,580*
CR 5	Lumpkin Co Pkwy	NMC	1,580*
CR 41	Cooper Mine Road	MCR/NMC	2,452
CR 46	Grindle Bridge Rd	MCR	1,580*
CR 52	Old Lewis School Road	MCR	569
CR 66	Cavender Creek Road	MCR	2,303
CR 72	Siloam Church Road	NMC	1,580*
CR 75	Oak Grove Church Rd	NMC	1,580*
CR 83	Black Mtn/ Yahooola Rd/ Yahooola Ch.Rd	NMC	1,580*
CR 84	Stone Pile Gap Road	NMC	1,580*
CR 93	Wash Rider Road	NMC	1,580*

CR 116	Mill Creek Church Road	NMC	1,580*
CR 134	Frogtown Road	MCR/NMC	522
CR 186	Little Mountain Road	NMC/LOC	1,580*
CR 187	Camp Wahsega Road	MCR	1,521
CR 188	Long Branch Rd & Extension	MCR	5,500
CR 190	Town Creek Road	MCR/NMC	2,381
CR 202	Sheep Wallow Road	NMC	1,580*
CR 226	Auraria Road	MCR	2,404

Source: Compiled by Georgia Mountains RDC based on Data from GDOT.

*** **Note: Asterisk Numbers**= Non 2002 GDOT County Coverage Reports AADT estimates. These estimates were obtained from GDOT's MTPT software Analysis Reports, which use older version (prior to FY 2002) of County Coverage Data and general traffic count estimates based on typical traffic volume patterns for similar road types.

When comparing AADT data it must be understood that traffic counts vary considerably from day to day, season to season, and year to year. Certain environmental factors and social patterns such as days of the week, different seasons of the year, weather, special events, and other anomalies can all have an impact on the raw data that is collected and the averages, which result for them. For the reason, FHWA and GDOT have established control factors, which help to account for and “factor-out” these anomalies. Thus, GDOT is able to reduce the probability of generating faulty data.

Levels of Service

The Florida Department of Transportation’s Quality/Level of Service Handbook, 2002 Edition best defines Level of Service (LOS) as “a quantitative stratification of the quality of service” for a segment of or an entire roadway. Quality of Service (QOS), likewise, is defined as “a traveler-based perception of how well a transportation service or facility operates.” In more simple terms, Level of Service (LOS) is a measurement of how well a roadway segment or intersection operates. There are six levels involved in

such evaluations. These quantitative stratifications are represented as alphabet characters and range from A (best) to F (worst), and each letter represents a capacity of service based upon established characteristics and average travel speeds (ATS). Florida’s Q/LOS Handbook’s Rural Undeveloped and Rural Developed characteristics best describe the typical roadways in Lumpkin County. Thus, these were applied during the evaluation process for the purpose of this document. *Table 8.10*, provides a listing of the LOS thresholds, which were used for the evaluation of services. The more uniform, 2000 Highway Capacity Manual (HCM 2000) characteristics are more applicable to Urbanized area and do not take into account the rural factors which impact Lumpkin County, and thus were not utilized for this analysis.

**Table 8.11
Rural Levels of Service (LOS) Thresholds**

<i>LOS</i>	<i>2-lane Hwy (ru) v/c</i>	<i>2-lane Hwy (rd) % FFS</i>	<i>Multilane Hwy (ru) v/c</i>	<i>Multilane Hwy (rd) v/c</i>	<i>Arterials ATS</i>	<i>Intersections/ Non-State Signalized Control Delay</i>
<i>A</i>	<i>≤ 0.34</i>	<i>≤ 0.34</i>	<i>≤ 0.34</i>	<i>≤ 0.34</i>	<i>> 42 mph</i>	<i>≤ 5 sec</i>
<i>B</i>	<i>≤ 0.34</i>	<i>≤ 0.34</i>	<i>≤ 0.34</i>	<i>≤ 0.34</i>	<i>> 34 mph</i>	<i>≤ 10 sec</i>
<i>C</i>	<i>≤ 0.34</i>	<i>≤ 0.34</i>	<i>≤ 0.34</i>	<i>≤ 0.34</i>	<i>> 27 mph</i>	<i>≤ 20 sec</i>
<i>D</i>	<i>≤ 0.34</i>	<i>≤ 0.34</i>	<i>≤ 0.34</i>	<i>≤ 0.34</i>	<i>> 21 mph</i>	<i>≤ 30 sec</i>
<i>E</i>	<i>≤ 0.34</i>	<i>≤ 0.34</i>	<i>≤ 0.34</i>	<i>≤ 0.34</i>	<i>> 16 mph</i>	<i>≤ 40 sec</i>
<i>F</i>	<i>≤ 0.34</i>	<i>≤ 0.34</i>	<i>≤ 0.34</i>	<i>≤ 0.34</i>	<i>≤ 16 mph</i>	<i>> 40 sec</i>

Source: Florida Department of Transportation’s 2002 Quality/Level of Service Handbook

v/c = Demand Capacity Ratio % FFS = Percent Free Flow Speed
 ATS = Average Travel Speed ru = rural undeveloped rd = rural developed

Lumpkin County desires to maintain an overall level of service (LOS) of “D” or better for all major roadways within the system, with an optimal LOS of “C” or better. An analysis of the network reveals that most roadways exceed this standard, however, there are a few that fall below the desired LOS. *Table 8.12*, below, provides an overview of the LOS Analysis and recommendations for action for the major roadways inventoried under this plan. For a detailed analysis for these facilities, as well as for all local roadways evaluated for Lumpkin County, please refer to *Appendix A*.

**Table 8.12
Levels of Service and Required Actions
for Major Roads in Lumpkin County**

Road Number	Road Name	F.C.	Current LOS	10 Yr LOS	20 Yr LOS	Action Required
SR 9	Dawsonville Hwy	PAR/MAR/MCR	A,B,C,D,E	A,B,C,D,~	B,C,D,E,~	N,M,L,X
SR 9 Business	E&W Main Streets	PAR/MCR	C,D,E	D,~	~	I,N,M
SR 11/ US129	Andrew Jackson Hwy	PAR	A,B	A,B,C	C,D	M,L,X
SR 52	None	MAR/MCR	A,B,C,D	A,B,C,D,~	C,D,E,~	N,M,L,X
SR 60	None	PAR/MAR	A,C,D,E,F	A,B,C,D,~	B,C,D,E,F,~	I,N,M,L,X
SR 60 Business	South Chestatee Street/N. Oak Street	PAR	B,D,E	B,C,~	D,~	I,N,M
SR 115	Cleveland Hwy/ Long Branch Road	PAR/MAR	A,C	A,D	C,~	I,M,X
SR 400	None	PAR	A,E	A,B,~	A,C,~	I,X
CR 2	Castleberry Bridge Road	NMC	A	B	C	X
CR 5	Lumpkin Co Pkwy	NMC	A,B	A,B	A,C,D	L,X
CR 41	Cooper Mine Road	MCR/NMC	A	B	C	X
CR 46	Grindle Bridge Rd	MCR	B	B	D	L
CR 52	Old Lewis School Road	MCR	B	B	D	L
CR 66	Cavender Creek Road	MCR	B	C	D	L
CR 72	Siloam Church Rd	NMC	A	A,B	A,C	X
CR 75	Oak Grove Church Rd	NMC	A	A,B	A,C	X
CR 83	Black Mtn/ Yahoola Rd/ Yahoola Ch.Rd	NMC	A	B	C	X
CR 84	Stone Pile Gap Road	NMC	A	B	C	X
CR 93	Wash Rider Road	NMC	A	B	C,D	L,X
CR 116	Mill Creek Church Road	NMC	A	B	C,D	L,X
CR 134	Frogtown Road	MCR/NMC	A	B	C	X
CR 186	Little Mountain Road	NMC/LOC	A	A,B	A,C	X
CR 187	Camp Wahsega Road	MCR	A	A,B	B,C	X
CR 188	Long Branch Rd & Extension	MCR	A,C	B,D	C,~	M,X
CR 190	Town Creek	MCR/NMC	A,B	A,B,C	D,C,E	L,X

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	Road					
CR 202	Sheep Wallow Road	NMC	A	A,B	A,C	X
CR 226	Auraria Road	MCR	A	B	C	X

Source: Compiled by Georgia Mountains RDC based on data from GDOT, 2003.

Action Key: X= No Action; I= Immediate Action; N= Near Term; M= Medium Term; and L= Long Term

*****Note:** Each roadway has been evaluated in segments, which results in multiple LOS ratings for the same road. Because of the vast differences between the LOS for each road segment, the author has presented multiple LOS ratings rather than averaging the total number of LOS for each road. It was feared that listing a single LOS would skew the LOS results- thus providing an inaccurate evaluation of the roads performance.

System Deficiencies

As discussed in the previous Levels of Service section, a number of roadways were identified as exceeding the thresholds for LOS. There are numerous road segments that are currently failing or will be failing in the very near future (LOS “E”, “F”, or “~”). Additionally, there are several road segments that have or will be breaching the thresholds over the period covered under this document.

Current Levels of Service

According to the previous table, there are several roadways that are experiencing high levels of congestion and thus have poor Levels of Service ratings. Deficiencies have been identified along SR 9, SR 9 Business, SR 52, SR 60, SR 60 Business, and SR 400.

SR 9 from Auroria Road to Morrison Moore Pkwy has an LOS rating “E”. Then, SR 9/ Morrison Moore Pkwy from Calhoun Drive to SR 60 has an LOS rating “D”. SR 9 Business/Main Street has an LOS rating “D” from SR9/SR 52 at Barlow Road/Morrison Moore Pkwy intersection to the Courthouse Square, except for a small area in front of the North Georgia College campus that has an LOS Rating “E”. From the Courthouse Square to SR 60 Business, SR 9 Business/Main Street has an LOS rating “E” and a small area just west of Stephens Drive near the existing Courthouse has an LOS rating “D”. SR 52 has only one area that is experiencing low levels of service- between SR 9/SR 60 and House Road the roadway has an LOS rating of “D”. SR 60 has an LOS rating “D” from the Hall County line to GA 400. Then from GA 400 to

Deer Run Road it has an LOS rating “E”. From Deer Run Road to SR 9/Morrison Moore Pkwy it drops to an LOS “F” and from Morrison Moore @ SR 60 Business to SR 9 Business it has an LOS rating “D”. SR 60 Business/Chestatee Street from SR 9/Morrison Moore Pkwy to SR 9 Business at the Courthouse Square has an LOS rating “E”. SR 60 Business/N. Grove Street from SR9/52 Business to Oak Grove Road has an LOS rating “E” and from Oak Grove Road to Camp Wahsega Road it has an LOS rating “D”. There are no other deficiencies under current conditions.

10-Year Levels of Service

Under the 10-year projections, deficiency conditions along all of the previously mentioned roadway segments deteriorate and other segments are added. SR 9 from SR 52/SR 9 to Auroria Road drops to and LOS rating “D” and the previously mention stretch from Auroria Road to SR 9 Business drops to and LOS rating “F” and the area between Calhoun Drive and SR 60 Business drops to an LOS rating “F”. SR 9 between SR60/Pinetree Road and SR 60 Business-North, drops to an LOS rating “D”. SR 9 Business/Main Street between SR 9/Morrison Moore Pkwy and SR 60/N. Grove Street east of the Courthouse Square drops to an LOS rating “F” and from SR 60/N. Grove Street to SR 9/SR 60 drops to an LOS rating “D” except for a small are just west of Stephens Drive near the existing Courthouse which drops to an LOS rating “F”. Finally, SR 9 from SR 9 Business/Main Street north to SR 60 Business-North drops to an LOS rating “D”. SR 52 from SR 9/SR60 to House Road drops to an LOS rating “F” and from House Road to SR 115/Long Branch Road drops to an LOS rating “D”. SR 60- South from the Hall County line to SR 9/Morrison Moore Pkwy drops to and LOS rating “F” and from SR 60 Business/S. Chestatee Street to SR 9 Business/Main Street, SR 60/Pine Tree Road drops to an LOS “F”. SR 60 Business from SR 9/Morrison Moore to Camp Wahsega Road drops to an LOS rating “F”. Finally, SR 115/CR 188 Long Branch Road from GA 400 to SR 52 drops to an LOS rating “D” and from SR 52 and Long Branch Ext intersection to the White County line it drops to an LOS rating “D”.

20-Year Levels of Service

Under the 20-year projections, all of the previous segments conditions deteriorate to levels of service rating “F”. They include the following road segments:

- SR 9 from SR 52 to SR 9 business
- SR 9/Morrison Moore Pkwy from Calhoun Road to SR 60
- SR 9 from SR 9 Bus/Main Street to SR 60 Business-North
- SR 9 Business/Main Street from SR 9/Morrison Moore to SR 60/Pine Tree Rd
- SR 52 from SR 9 to SR 115/Long Branch Road
- SR 60 from Hall County Line to SR 60 Business
- SR 60 Business from Morrison Moore Pkwy to Camp Wahsega Road
- SR 115/CR 188 Long Branch Road from GA 400 to SR 52
- SR 115 from SR 52 to White County Line

Other areas will also be affected by increased traffic. SR 9 North from SR 60 Business North to Yahoola Church Road will drop to an LOS rating “E”. SR 60 Business North from Camp Wahsega Road to SR 9 North will drop to an LOS rating “D”. US 129/SR 11 will drop to an LOS rating “D”. CR 52/Frogtown Road will also drop to an LOS rating “D” between Town Creek Church Road and Damascus Church Road. CR 66/Cavendar Creek Road will drop to an LOS rating “D” between SR 9 North and House Road and between House Road and Town Creek Church Road it will drop to an LOS rating “E”. Both ends of CR 93/Wash Rider Road will drop to an LOS rating “D”. CR 116/Mill Creek Church Road will drop to an LOS rating “D”. Finally, CR 190/Town Creek Church Road will drop to an LOS rating “D” between Cavender Creek Road and the White County line.

Roadway Improvements

As previously mentioned under *Table 8.12*, the system analysis for Lumpkin County evaluated the road network for needed improvements and identified several roadways, which required either minor or major improvements. These recommended improvements were listed as being needed immediately or in the near, medium, or long term range in order to meet the established Level of Service goals for the county. Minor improvements are defined as facility improvements such as road widening of the average lane width up to 12-feet and shoulder widths up to 6 feet. Major improvements are defined as facility improvements with additions of: (1) a passing lane for two-lane facilities; and/or (2) one or more additional lane(s) in each direction (total of two more lanes) if a multilane or freeway facility.

Both major and minor improvements were identified as being needed for the following roadways:

- ☞ SR 9/Dawsonville Hwy/Morrison Moore Pkwy
- ☞ SR 9 Business/ East & West Main Street
- ☞ SR 11/US 129/Andrew Jackson Hwy
- ☞ SR 52
- ☞ SR 60 (Pine Tree Road)
- ☞ SR 60 Business/S. Chestatee Street & N. Grove Street
- ☞ SR 115/Cleveland Hwy
- ☞ SR 400
- ☞ CR 5/Lumpkin County Pkwy
- ☞ CR 46/Grindle Bridge Road
- ☞ CR 52/Old Lewis School Road
- ☞ CR 66/Cavender Creek Road
- ☞ CR 93/Wash Rider Road
- ☞ CR 116/Mill Creek Church Road
- ☞ CR 188/Long Branch Road and Ext.
- ☞ CR 190/Town Creek Road

For a complete list of recommendations and associated costs please refer to *Appendix A* of this document.

Scenic Highways

Because of the great value placed on the natural, cultural, and scenic resources possessed by Lumpkin County, the community, as a whole, has strived to utilize these resources as a means of promoting and maximizing tourism in the area. At the same time, Lumpkin County desires to protect these areas from encroachment and preserve them for future generations to enjoy. Georgia's Scenic Byway Program provides a means by which to accomplish both goals and as a result Lumpkin County is an active participant in the program.

The Georgia Scenic Byway Program requires that any road designated as a Scenic Byway have a complete Corridor Management Plan established for the entire designated route. This management plan helps to preserve and protect scenic views and vistas, various natural resources, and the landowners along the designated route(s). It also allows for funding opportunities to maintain these resources and the roadways themselves, as well as for promotional purposes for encouraging tourism along the routes.

Currently, Lumpkin County does not have an officially designated scenic byway, however there has been significant discussions held about establishing such a route within the county, if possible. In 2000, the Lumpkin County Chamber of Commerce sponsored a proposed Scenic Byway and began a draft

application for SR 11/US 129 and SR 180 as a joint venture with Union County, however, it was never officially submitted for evaluation and acceptance by GDOT due to a lack of public support. Discussions have also taken place regarding the establishment of a Scenic Byway along the SR 60 corridor connecting Lumpkin, Union, and Fannin Counties. Another possible route includes SR 52 West. Other scenic areas exist in Lumpkin County along the local road network however there is currently no desire to include these roadways as part of the Scenic Network. For further details please refer to the Scenic Roads Plan Map on the following page.

Bridges and Major Culverts

GDOT maintains a management system on every bridge and major culvert in the state. These Inventory Data Listings include the following relevant information:

- ③ Location
- ③ Sufficiency rating
- ③ Facility carried
- ③ Features intersected
- ③ Year constructed
- ③ Year reconstructed (if applicable)
- ③ Date of last inspection
- ③ Design load
- ③ Structure and foundation type
- ③ Appurtenances information
- ③ Work programming data
- ③ Hydraulic data
- ③ Number of lanes
- ③ Length, width and clearance
- ③ Posting data

The structures are graded by a sufficiency rating, which is used to determine scheduling for rehabilitation or reconstruction of the facility. With adequate maintenance, any structure with a rating above 75 should still be in acceptable condition 20 years from its rating date. Those structures with a rating between 65 and 75 are more marginal, and those with a sufficiency rating below 65 are likely to require major rehabilitation or reconstruction within the next 20 years.

Lumpkin County currently has twenty-eight (28) locally owned structures that meet the state qualification to be classified as bridge/culvert structures. It must be noted that more bridge/culvert structures exist throughout Lumpkin County. There are numerous privately owned structures and other structures that may be considered bridges/culverts. However, these structures do not meet the established criteria to be classified under the state law of what is considered to be a “bridge structure,” therefore they are excluded from consideration. Additionally, there are several bridges that are owned and maintained exclusively by the state. These structures are also being excluded from consideration in this document. All routine inspections are conducted on a two-year schedule and performed by certified bridge inspectors of the Georgia Department of Transportation. Lumpkin County receives a report from GDOT at the end of each cycle, which details the status of each structure. Lumpkin County and GDOT work cooperatively to ensure that necessary bridge repairs are conducted. These work projects are scheduled into the Georgia Statewide Transportation Improvement Program. This program establishes funds to cover the expenses for federal aid and state aid projects. The table below summarizes the total number of bridges with a sufficiency rating below the recommended 65 under the most recent Bridge Report conducted for Lumpkin County. Appendix B provides the detailed report.

**Table 8.13
Bridge and Major Culvert Locations
with Sufficiency Ratings below 65**

Roadway Type Carried by Structure			
State Route	County Road	City Street	Total
0	11	0	11

Source: Georgia Department of Transportation
Lumpkin County Bridge Report, 2002

Currently, there are no officially designated evacuation routes for Lumpkin County. The county has, however, identified SR 400, SR 60, and SR 9 as potential or likely evacuation routes in the event of some catastrophic event. Therefore only bridges located along these routes would be considered under this document. At this time all of these bridges appear to be in sufficient condition to serve the evacuation needs of the community.

Signal Warrants and Traffic Control

Currently there are currently eight traffic signals in operation within the planning area. Five are located within the city limits of Dahlonega and three are located in the county. The following is a list of these traffic signals:

Dahlonega:

- ☞ SR 60/Crown Mtn at its intersection with Morrison-Moore Pkwy.
- ☞ SR 9 Bus./East Main Street at its intersection with Barlow Drive and Morrison-Moore Pkwy.
- ☞ SR 9 Bus./East Main Street at its intersection with SR 60 Bus./North Grove Street
- ☞ SR 9/52 Bus. at its intersection with SR 60/Pine Tree Road at Wal-mart Entrance
- ☞ SR 60 at its intersection with SR 52 East

Lumpkin County:

- ☞ SR 400 at its intersection with Burnt Stand Road/County Industrial Pkwy
- ☞ SR 400 at its intersection with SR 60
- ☞ SR 52 at its intersection with SR 115/Long Branch Road

In addition to these eight intersections, the Georgia Department of Transportation has recently permitted two additional intersections to be signalized in the coming months:

- ☞ SR 60 at its intersection with Seven Mile Hill Road- 24 hr all-way flashing signals
- ☞ SR 9 Bus./Main Street at its intersection with Skyline Drive at the North Georgia College and State University Campus- Signalization w/pedestrian crosswalk.

None of these traffic control devices are owned or maintained by Lumpkin County or the City of Dahlonega. All traffic signals at intersection with state routes are owned and maintained by the Georgia Department of Transportation. Traffic controls are generally required to conform to the standards and guidelines established under the Manual of Uniform Traffic Control Devices for Streets and Highways. Any future additions in traffic signals, which may become necessary during the planning horizon (determined by a signal warrant), will most likely occur at intersections of state routes and local roads, thereby becoming GDOT's responsibility.

Roadway Signage

All road signs are erected in accordance with the Georgia Manual on Uniform Traffic Control Devices for Streets and Highways. Requirements for signage depend on whether they are erected on conventional roads, expressways, or freeways. The Georgia Department of Transportation is responsible for signage in the rights-of-ways of all state routes. The location and composition of Lumpkin County's and the City of Dahlonega's signage meet applicable specifications.

Public Transit

Currently, Lumpkin County operates a 5311-Rural Public Transit Service Program. The services are established as demand-response system with a typical 24-hour advance service request. Operational hours are from 8 am to 4:30 pm, Monday thru Friday with some after-hours, special events, & emergency trip demand services. The program operates two buses within the county and runs an average of 6 to 11 trips per day. Program officials estimate that 60% of their current cliental is elderly (over 65 years). The remaining transit users are low-income or DFACS clients. The program is also handicap accessible.

The program's current operational status appears to be adequate to meet the basic needs of the community. There are, however, future plans to expand the services where possible as rider-ship/demand increases. Additionally, there are plans to evaluate the needs for connectivity into surrounding communities as a means of increasing rider-ship. Program officials have also indicated a desire to expand the services to include a fixed-route system for the community in an effort to increase effectiveness in services.

Airports and Air Transportation

The Lumpkin County- Wimpy's Airport is located in Lumpkin County in northern Georgia approximately 49 miles west of Toccoa and 31 miles northwest of Gainesville. The primary highway access to the current airport site from the north and south is via U.S. Highway 19/Georgia Highway 9/Georgia Highway 60. The

airport, situated on 64 acres, is owned and operated by Lumpkin County. The airport accommodates a variety of aviation related activities that include business aviation, recreational flying, forest fire fighting, ultra-lights and experimental aircraft, and agricultural spraying. According to the 2002 State Aviation System Plan- the airport facility “cannot fully meet the recommended system plan role due to physical constraints restricting airport development.” Furthermore, the plan recommends that a new Level 1 airport facility be constructed at a new site in lieu of making improvements to the existing facility.

Existing Facilities

The Wimpy Airport is currently classified as a General Aviation Airport. It has one runway, Runway 15/33, which is 3,035 feet long by 50 feet wide. The threshold is displaced 754 feet on Runway 15 and 695 feet on Runway 33. Current landside facilities and services include a Fixed Based Operator (FBO), a self-serve fuel concession that provides AvGas fuel and a 500 square foot administration building. The airport has seven (7) hangar parking spaces.

In the Summer 2003, the Georgia Department of Transportation completed its yearlong update to the *Georgia Aviation System Plan*. Under this plan, GDOT established certain criteria and set forth certain policies, which continues the current classification of the Wimpy Airport as a Level I- General Aviation Airport. These airports are defined as minimum standard general aviation airports that have a local impact. The service area is typical 30 minutes or less. A Level I airport should be capable of accommodating all small-engine and some twin-engine general aviation aircraft. These airports should be able to support business needs by accommodating aircraft such as the Beech Barron, the Beech Queen Air, and the Piper Navajo. Level I airports should also have at least 4,000 feet of runway, and a non-precision approach.

Current and Forecast Demand

A review of the airport’s historic demand levels shows that based aircraft decreased from 20 in 1990 to a current level of 18. By 2021, the airport’s based aircraft are expected to reach 22. The airport has approximately 4,600 annual aircraft takeoffs and landings divided between local and itinerant operations.

This figure is projected to increase to 5,150 by 2021. By the end of the planning period, the airport is expected to reach 7% of its available annual operating capacity, as shown in *Table 8.14*.

**Table 8.14
Current and Forecast Demands
Dahlonega Airport- Lumpkin County, Georgia**

Dahlonega Airport	Current	2006	2011	2021
Based Aircraft	18	19	20	22
Operations	4,600	4,702	4,833	5,105
Local	1,314	1,343	1,381	1,459
Itinerant	3,286	3,359	3,452	3,647
Enplanement	N/A	N/A	N/A	N/A
Demand Capacity Ratio	6%	6%	6%	7%

Georgia Department of Transportation
Aviation System Plan Update 2002

Airport Facility and Service Needs

The Lumpkin County-Wimpy Airport has been classified a needed Level I airport and should provide appropriate facilities and services commensurate with its system role. The Georgia Aviation System Plan recommended that the airport be replaced with another Level I airport with appropriate facilities and services, after determining that the existing facility is incapable of overcoming the current physical constraints that exists. Airport improvements identified in the System Plan include:

- ☐ Extend runway by 965 feet
- ☐ Widen runway 25 feet
- ☐ Construct turnarounds
- ☐ Install MITL
- ☐ Install non-precision approach
- ☐ Install rotating beacon, segmented circle, and PAPI
- ☐ Install MIRL
- ☐ Install PAPI
- ☐ Phase I: 4 additional hangar spaces are needed; Phase II: 1 additional hangar spaces are needed; Phase III: 1 additional hangar space is needed
- ☐ Phase I: 10 additional apron parking spaces are needed; Phase III: 1 additional apron parking spaces are needed
- ☐ Phase I: 24 additional auto parking spaces are needed; Phase II: 1 additional auto parking space; Phase III: 3 additional auto parking spaces are needed
- ☐ Provide 250 square feet of additional terminal/admin space
- ☐ Full limited service FBO
- ☐ Full Service Maintenance

The following table summarizes current facilities and services, the airport’s facility and service objectives, and actions/projects that are needed for the Lumpkin County-Wimpy Airport to meet these objectives.

**Table 8.15
Facility and Service Objectives Level III
Dahlonega- Dahlonega Airport-46A**

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length	3,035	4,000 feet	Extend 965 feet
Runway Width	50	75 feet	Widen 25 feet
Taxiway Length	None	Turnarounds	Turnarounds
Approach	Visual	Non-Precision	Non-Precision
Lighting- Runway	None	MIRL	MIRL
Lighting- Taxiway	None	MITL	MITL
NAVAIDS	None	Rotating Beacon	Rotating Beacon
NAVAIDS	None	Segmented Circle	Segmented Circle
NAVAIDS	Wind Cone	Wind Cone	None
NAVAIDS	None	PAPI	PAPI
NAVAIDS	None	Other NAVAIDS as required for non-precision approach	None
Weather	None	None	None
Ground Communications	Public Phone	GCO/Public Phone	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	7 spaces	60% of base fleet	Phase I: 4 add'l spaces needed Phase II: 1 add'l space needed Phase III: 1 add'l space needed
Apron Parking/Storage	No spaces	40% based aircraft plus additional 25% for transient aircraft	Phase I: 10 add'l spaces needed Phase III: 1 add'l space needed
Terminal/Administrative	500 sq. ft.	750 sq. ft. minimum amenities	Provide add'l 1,250 sq. ft.
Aviation Auto Parking	None	One space for each based aircraft, plus 25% for visitors/employees	Phase I: 24 add'l spaces needed Phase II: 1 add'l spaces needed Phase III: 3 add'l spaces needed
Services			
FBO	None	Limited Service	Provide Limited Service
Fuel	AvGas	AvGas	None
Fuel	None	Jet Fuel	Jet Fuel

Source: GDOT – Georgia Aviation System Plan Update 2002

Other Recommendations

Additionally, the Georgia Aviation Systems Plan calls for the Wimpy Airport to meet Level I performance objectives by completing the following actions/projects:

- ☐ Update the Airport Master Plan in Phase I (2003) and Phase III (2018)
- ☐ Adopt Land Use/Zoning Controls to protect the airport and neighboring land owners

Development Costs

According to GDOT’s Georgia Aviation System Plan 2002 Update, the estimated total costs for completing each of the GASP’s recommendations is \$7,265,900. There are no Phase I projects scheduled under the

GASP. Phase II costs are estimated at \$375,000 and Phase III is estimated to be \$6,890,900. For a detailed layout of the capital improvements and associated cost estimates for each of the recommendations and phases that have been proposed for the Wimpy Airport, please refer to GDOT's Georgia Aviation System Plan.

Pedestrian Pathways: Sidewalks and Recreational Trails

Currently, the only public owned and maintained sidewalks, which exist in Lumpkin County, are located within the City of Dahlonega. Many areas within the City have sidewalks along both side of the roadway. These facilities are primarily located in the area surrounding the downtown Square and North Georgia College and State University Campus. Other areas have sidewalks, which are only located along one side of the street. For complete details of the locations of sidewalks please refer to the Existing Sidewalks Map on the following page. Other sidewalks may exist within Lumpkin County and Dahlonega, however, they are privately owned and maintained, and therefore, they are outside the scope of this documents evaluation.

Pedestrian Facility Recommendations

Whether performing improvements to existing sidewalks or designing new pedestrian facilities, efforts should be made to create a pleasant and safe walking experience for all users. The following recommendations are made to help in achieving this goal. Beyond what is address below, additional recommendations for pedestrian facilities are identified in the Georgia Mountains Regional Bicycle and Pedestrian Plan. Lumpkin County supports this plan and desires to assists the RDC in implementing such portions of the plan as it applies to Lumpkin County.

Existing Sidewalks

Sidewalks throughout the planning area should be in compliance with the Americans with Disabilities Act (ADA). Adequate curb cuts and railings (if necessary) should be installed. Repairs to cracked and deteriorating concrete should be made on a regular basis. Children and older adults are often

the largest users of sidewalks. This group of pedestrians may have mobility issues that would be made more difficult by uneven pavement. For safety, sidewalks should be in good condition.

In making repairs to existing sidewalks, care should be taken if historic paving materials are present. Many of the communities within the Georgia Mountains region have sidewalks built with hexagonal pavers. These pavers may be a character-defining element of a historic district and should be carefully repaired and preserved in place. Historic commercial buildings often have small ceramic tiles at the recessed entrances of stores that abut the sidewalk. When repairing or replacing sidewalks, these historic tile entrances should not be disturbed.

When existing sidewalks are in need of major repair or where a road project requires sidewalk reconstruction, every attempt should be made to improve sidewalks with a planting strip between the road and sidewalk. Planting strips that separate pedestrians from vehicular traffic are widely accepted as a way of helping pedestrians feel safer and more comfortable. The design of planting strips depends largely on the volume and speeds of traffic and whether or not on-street parking exists. GDOT has several recommendations for planting strip designs and should be consulted when the time comes to make improvements to sidewalks.

New Sidewalks

Building new sidewalks is the second, but equally important, priority for pedestrian facility enhancements. When making recommendations for new sidewalks, first priority is to link existing sidewalk sections with new sidewalks. This creates a continuous sidewalk path and reduces the need for pedestrians to cross the street or walk on roadways. In general, this is necessary in city centers where sidewalks may have been built in stages or as part of the construction of a building site.

New sidewalks should extend existing sidewalks to local schools, parks, recreation centers, institutions, and commercial activity nodes. GDOT recommends that, whenever possible, sidewalks should be located on both sides of the street. Where sidewalks have not previously existed, constructing sidewalks on one side

of the street is acceptable for the short-term. As with improvements to existing sidewalks, new sidewalks should be ADA accessible and have a planting strip.

It is recommended that subdivision regulations for sidewalks meet the same standards as city and county sidewalks to include planting strips and ADA compatibility. In addition, subdivision sidewalks should link to public sidewalks to provide a continuous path.

When building new sidewalks in listed or eligible historic districts, a preservation professional should be consulted to identify significant landscape elements that should not be altered. New sidewalks are compatible with historic districts when done sensitively. Planners may want to recommend incorporating appropriate historic paving materials into the design of a new sidewalk.

Pedestrian amenities such as street furniture and lighting improve the quality of the pedestrian experience. Street furniture includes benches, trash receptacles, bike racks and newspaper boxes. The installation of these items should be carefully planned to allow for the uninterrupted flow of traffic. Too much street furniture creates clutter and maintenance issues that can be a nuisance for the pedestrian. It is recommended that street furniture be clustered in areas that receive at least a moderate amount of foot traffic and out of the path of pedestrians. National standards have been established for the minimum space requirements for street furnishings. These standards should be consulted when planning new streetscapes. GDOT can also assist local governments in this regard.

Proper lighting for pedestrians is an important safety consideration. Most urban areas have adequate lighting in place. For pedestrian purposes it is recommended that lighting fixtures be shorter than typical street lighting. Generally, lighting fixtures for pedestrians should not exceed 15-feet. Care should also be taken to choose lighting fixture styles that are appropriate to the character of the neighborhood. Overly stylistic lights would not typically be appropriate for historic rural mountain communities such as Lumpkin County and Dahlonega. Simple contemporary fixtures are often more compatible. Lighting fixtures should be directed toward the sidewalk area and not upward. Light that is pointed at the sky creates a glow that can hamper the vision of pedestrians and cyclists. In addition, it becomes necessary to add more lighting,

which raises the cost. It is recommended that light fixtures be positioned for maximum effectiveness, thereby increasing the quality of the pedestrian experience and decreasing the cost to the community and the negative impacts of environmental or light pollution.

Other Alternate Mode Recommendations

Some types of facilities, such as multi-use trails and scenic highways, encourage use by more than one mode of travel. Because multi-modal use creates the need for some additional considerations, some further recommendations are mentioned below.

Multi-use Trails and Paths

Multi-use trails are off-road paved (either pervious or impervious) trails that are shared by pedestrians and cyclists and used for other activities such as horseback riding. These trails are usually considered to be recreational, but people also use short segments for daily activities when they are located near commercial activity centers. GDOT recommends that multi-use shared paths be 10-feet in width, at a minimum. However, a 12-foot or more width offers greater comfort for users. These trails are popular with both locals and tourists. As an example, the Silver Comet Trail in Georgia currently has 38 miles of shared trails with plans for a total of 51 miles. Eventually the trail will connect with the Chief Ladiga Trail in Alabama to cover 101 miles from Atlanta to Anniston, Alabama.

Bicycle Travel

Bicycle users have various levels of expertise, which makes different types of facilities more desirable.

Cyclists are typically separated into three groups: Type A, Type B and Type C. These types are described in the AASHTO Guide for the Development of Bicycle Facilities as follows:

- Type A Cyclists: Advanced or experienced riders who generally use their bicycles as they would a motor vehicle.
- Type B Cyclists: Basic or less confident adult riders who may also be using their bicycles for transportation purposes, e.g. to get to the store or visit friends, but prefer to avoid roads with fast

or busy motor vehicle traffic unless there is ample roadway width to allow easy overtaking by the faster traveling motor vehicle.

- Type C Cyclists: Children, riding on their own or with parents, who may not travel as fast as their adult counterparts but still require access to key destinations in their community, such as schools, convenience stores and recreation facilities.

Cyclists desire safe routes to go to work and school, complete errands, and ride for health and recreational reasons. Cyclists are also discouraged from riding on sidewalks, which can create safety hazards for pedestrians. In order to provide safe and attractive routes for cyclists, bike routes should be recommended for local designation. There are several acceptable ways to delineate a bikeway. These different types depend greatly on the volume and speed of traffic and are typically chosen during the design phase of the bikeway project.

For the purposes of future guidance for appropriate bikeway selection, the types of bikeways will be discussed. Bicycle facilities have four basic types (three on-road facilities and one off-road facility) that are described in more detail below. In addition, recommendations from a study for the Pedestrian and Bicycle Information Center completed in August 2002 titled “Bicycle Facility Selection: A Comparison of Approaches” will be summarized. For further information on bicycle facilities, the following sources can be consulted:

- Georgia Bicycle and Pedestrian Plan, Georgia Department of Transportation;
- Pedestrian and Bicycle Information Center;
- Federal Highway Administration (FHWA), and
- American Association of State Highway and Transportation Officials (AASHTO).

The simplest type of bikeway is a paved shoulder. Especially in rural areas, AASHTO suggests that paved shoulders of a four-foot width minimum can act as a bicycle facility. GDOT has guidelines available for signing a bike route. It is recommended that all routes, whether they are a paved shoulder or striped bike lane, be signed. Type A cyclists are typically comfortable with this type of bikeway, but Type B and Type C cyclists may not prefer it.

The next level of bikeway is a wide outside lane or shared lane. As the name suggests, bicyclists share the outside lane of traffic with motorists. Generally the minimum width of an outside lane must be 14-feet and should not include the gutter pan. It is acceptable to reduce the width of an interior lane of traffic in order

to provide for a wider outside lane according to AASHTO. This allows for safer bicycle travel without widening the roadway.

The final on-road bikeway is the bike lane. A bike lane is a striped separate lane designated solely for bicycles. A minimum four-foot wide lane is acceptable for lanes with no curb, gutter or parking. A minimum of five-feet is necessary for lanes that are adjacent to parking. In some situations where bicyclists must share the lane with parallel parking areas, a minimum of 11-feet is necessary for lanes with no curb and 12-feet for lanes with a curb face. Bike lanes require a solid white line stripe to separate it from vehicular traffic.

An additional off-road bikeway is a separated lane. This lane is located adjacent to a road and may have a planting strip or cement wall between the lane and road. The less-experienced Type B and Type C cyclists favor the security of this type of bikeway. These are used most often for recreational use in Georgia and none are recommended in this plan.

For cyclists to be able to use their bikes for daily activities, it is necessary to provide bike racks in public areas such as schools, government buildings, parks, and commercial activity centers. Bike racks should support a bicycle in two places and prevent the wheel from tipping. All racks should be anchored so that they cannot be stolen. Racks should be located near the entrances of buildings and under cover, if possible.

Lumpkin County has very limited bike facilities. State Bike Route 90/The Mountain Crossing Corridor is currently the only officially designated route for bike riders in Lumpkin County. This route is an extended route that begins in Walker County, Georgia and extends eastward thru Whitfield, Murray, Gilmer, Dawson, Towns, Lumpkin, Towns, White, Habersham, and Rabun Counties. The total mileage for the route is 210.3 miles. The Lumpkin County portion of the route is 23.4 miles. It covers portions of SR 60 and SR 180, with a small section along SR 11/US 129 in Lumpkin County. The only other facilities that exist in the county are the multi-use facilities located along Nottely River, which connect Meeks Park and the North Georgia Tech campus, just outside of Dahlonega.

Although, there are currently no other solid plans to develop future bike facilities or create new “designated” bike routes, it is the goal of the community to expand existing facilities and develop new facilities where physically and financially possible.

Throughout the development stages of the planning process, discussions have taken place between various citizen advisory committee members and local government officials regarding a desire to establish designated mountain bike recreational trails within Lumpkin County. The expressed desire has been for the County and US Forestry Service to explore the concept of a joint effort to establish official mountain biking trails on existing USFS lands as a means of providing alternative biking activities and advancing tourism within the county.

Beyond what is address above, additional recommendations for bicycle facilities are identified in the Georgia Mountains Regional Bicycle and Pedestrian Plan. Lumpkin County supports this plan and desires to assists the RDC in implementing such portions of the plan as it applies to Lumpkin County.

8.3 Community Goals and Strategies

The Comprehensive Plan’s Transportation Element for Lumpkin County and Dahlonega represents an effort to define a set of transportation programs and projects that address existing and future transportation needs within the county. The plan’s recommendations will guide future transportation investments and provide mobility solutions to accommodate population and employment growth in this area.

Thoughtful goals and effective performance measures ensure a long-range, needs-based perspective that assists in effectively identifying and implementing appropriate transportation initiatives for Lumpkin County and the City of Dahlonega. The goals and performance measures must be compatible in order to develop a transportation network that also addresses regional needs.

Performance measures are necessary tools in needs-based plan development because they can track performance over time and assist in identifying improvements. They provide accountability and link

strategic planning to resource allocation. By defining specific performance measures, Lumpkin County and Dahlonega will be able to measure the effectiveness of selected projects and programs in meeting goals. Performance measures as a package indicate the extent to which the current and recommended programs help achieve established goals.

The federal Transportation Equity Act for the 21st Century (TEA-21) emphasizes that transportation infrastructure investment should be driven by the need for improvement. The goals and performance measures established for Lumpkin County and Dahlonega were designed to meet the county's specific transportation needs, while simultaneously incorporating sensitivity to the transportation efforts of the region's multiple planning partners. The goals and performance measures for the area, provided in *Table 8.16* consider the objectives outlined in the GMRDC's Regional Comprehensive Plan.

Appalachian Scenic Corridor

Lumpkin County recognizes that the Georgia Department of Transportation conducted a study for the Appalachian Scenic Corridor. Routes proposed and recommended in the study called for the corridor possible travel through the center of the county and through the City of Dahlonega. Lumpkin County does not support such recommendation. While Lumpkin County is not totally opposed to the development of the Appalachian Scenic Corridor traveling through the county, they do not desire for the route travel through the downtown and historic area of Dahlonega. Lumpkin County prefers and recommends that the route follow a corridor in the more southern portions of the county.

Goals and Performance Measures

Four Transportation planning goals have been established for Lumpkin County. The first goal is to improve accessibility and mobility of people and goods. The accomplishment of this goal will be measured by establishing a threshold for 2025 roadway LOS C or better and monitoring performance roadway levels

of congestion. The number of alternative roadway connections with capacity for high volume flows will also serve as a measure of transportation access and mobility.

**Table 8.16
Goals and Performance Measures**

Goals	Performance Measures
<ul style="list-style-type: none"> • Improve accessibility and mobility of people and goods. 	<ul style="list-style-type: none"> • MTPT 2025 roadway LOS C or better. • Provides alternative roadway connections with capacity for high volume flows.
<ul style="list-style-type: none"> • Enhance Safety 	<ul style="list-style-type: none"> • Will reduce accident occurrences. • Locations with significant numbers of correctable vehicle crashes. • Provides additional improvements to pedestrian facilities for activity centers. • Provides additional bike lanes or separated bike paths along corridors with high vehicle/bike friction.
<ul style="list-style-type: none"> • Preserve and improve the existing system, environment, and quality of life. 	<ul style="list-style-type: none"> • Present serviceability ratings (PSR) of 3.0 or above. • Bridge sufficiency ratings above 75. • Number of actively protected wetlands and historic areas protected from encroachment from transportation projects. • Burdens or benefits to environmental justice communities. • Number of pedestrian facilities for activity centers. • Connectivity of bike facilities to regional network. • Percent of area served by transit. • Number of design features that encourage transit patronage.
<ul style="list-style-type: none"> • Ensure multi-jurisdictional coordination to facilitate interregional connectivity and foster regional economic development. 	<ul style="list-style-type: none"> • Ongoing communication between regional jurisdictions. • Number of alternative roadway connections between jurisdictions with capacity for high volume flows.

The second goal is to enhance safety. The achievement of this goal will be measured by: (1) monitoring and reducing accident rates, and (2) monitoring and reducing the number of locations with correctable vehicle crashes. Other performance measures for this goal include increasing the number of pedestrian facilities for activity centers, and the number of miles of bike lanes, or separated bike paths along corridors with high vehicle/bike friction.

Thirdly, Lumpkin County and Dahlonega will preserve and improve the existing system, environment and quality of life by monitoring performance measures such as present serviceability ratings for pavement, bridge sufficiency ratings, the number of wetlands and historic areas protected from encroachment from transportation projects, and burdens on and benefits to environmental justice communities. This goal will also be measured by the number of pedestrian facilities for activity centers, connectivity of bike facilities to the regional network, the percent of area served by transit, and the number of design features that encourage transit patronage.

Finally, the fourth goal is to ensure multi-jurisdictional coordination to facilitate interregional connectivity and foster regional economic development. Achievement of this goal will be measured by the level of ongoing communication between regional jurisdictions and the number of alternative roadway connections with capacity for high volume flows.

Ensuring that the goals for Lumpkin County and Dahlonega are achieved requires an accurate inventory of the existing transportation infrastructure and a detailed analysis of the operating conditions and services for inventoried facilities. Both of these were conducted early in the planning process and are outlined in previous sections.

Future growth forecasts are essential for developing long-range transportation plans to determine overall needs and the level of transportation strategies required to meet those needs. Transportation planning is an ongoing process where planning factors, such as growth and the assessment of needs, are periodically monitored and reevaluated. The rapid growth in this area requires an effective monitoring and update function of the planning process. Planning assumptions and transportation strategies must be evaluated periodically, as needed.

Decision Context

As the planning process entered the project development phase, a “decision context” within which strategies would be recommended was developed. To ensure that the overall goals for Lumpkin County are

achieved, recommended programs and projects should work to achieve established goals. Whether or not the goals are successfully achieved is assessed objectively by comparing existing and future conditions, using the defined set of performance measures and thresholds.

Four primary “decision context” questions were used to examine potential projects before developing the preferred program of projects:

1. Do the strategies meet the plan’s goals and objectives?

The recommended program should demonstrate, through specific performance measures, that the plan’s goals and objectives have been met.

2. Are the strategies appropriate and proportional to needs?

Specific performance measures are useful tools for evaluating plans, but may not tell the whole story. Strategies must not only be effective, but also appropriate and proportional to needs.

3. Are strategies cost-effective?

Federal law requires transportation plans to be fiscally constrained. Nevertheless, detailed scrutiny is required to ensure the best possible use of financial resources.

4. Are other options viable?

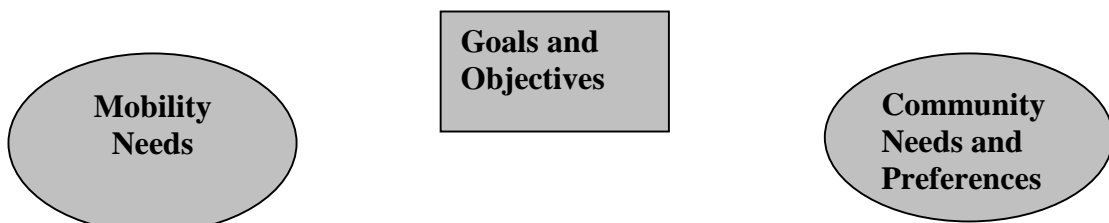
All viable options must be considered. Population and employment densities determine cost-effectiveness. System optimization improvements, such as improving intersection Geometrics and signal timing are low-cost options to alleviate localized congestion.

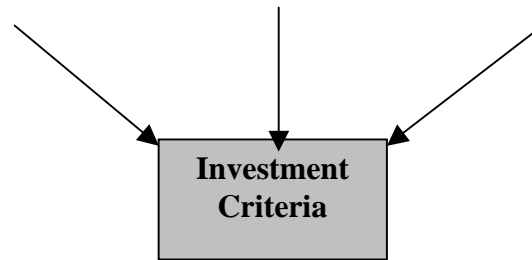
Investment Criteria

Investment criteria guide the transportation planning process and provide a framework for the development of programs and projects. Within the decision context, financial effectiveness analysis is conducted based on identified established investment criteria. Investment criteria ensure that the counties gain the most cost-effective improvements when developing a program of projects.

Community needs and preferences were defined through a series of discussions with community stakeholders and other public involvement efforts. Mobility needs were identified through technical analysis.

**Figure 39
Development of Investment Criteria**





Goals and objectives, mobility needs, and community preferences combine to define a series of six primary investment criteria:

Investment Criteria:

- ③ *Efficiency improvements*
- ③ *Mobility options*
- ③ *Congestion relief*
- ③ *Accessibility to interstates and major highways*
- ③ *East-west connectivity*
- ③ *North-south connectivity*

Using previously described investment criteria; potential improvement strategies were initially identified and applied to the transportation system. Lower-cost improvements addressing system efficiency or travel demand were considered prior to more costly strategies. Where less expensive measures do not provide adequate improvement, increased system capacity solutions were considered. Finally, the package of improvements in each program category (such as roadway, transit, and bicycle/pedestrian) is evaluated to ensure that transportation improvements work together to define a fully integrated multi-modal transportation system.

Coordination with Regional Planning

The Georgia Planning Act was adopted by the General Assembly in 1989 as a means to encourage better management of growth in the booming areas of the state, while encouraging the less prosperous parts to avail themselves of opportunities for growth. The Planning Act established a coordinated planning program for the State of Georgia, which provides local governments with opportunities to plan for their future and to improve communication with their neighboring governments. The Act established a "bottom-up," comprehensive planning approach initially to be conducted at the local government level, and then at the regional and state levels. The Planning Act also assigns local governments certain minimum

responsibilities to maintain "Qualified Local Government" (QLG) status, and thus, be eligible to receive certain state funding.

The cornerstone of the coordinated planning program is the preparation of a long-range comprehensive plan by each local government in the state. This plan is intended to highlight community goals and objectives as well as determine how the government proposes to achieve those goals and objectives. City and county plans are then used as the basis for a regional development plan.

Regional Development Centers (RDC) are charged with the responsibility of promoting the establishment, implementation, and performance of coordinated and comprehensive planning by municipal and county governments. The RDC is expected to plan for conformity with minimum standards and procedures established by the Planning Act. As the designated RDC for the Georgia Mountains area, the Georgia Mountains Regional Development Center addresses regional issues and mobility needs through planning efforts that culminate in the development of the Regional Comprehensive Plan. Lumpkin County and Dahlonega should continue to work closely with each other, the RDC, and other municipalities and local governments in surrounding counties to ensure regional coordination in the development of these plans.

To address regional transportation planning impacts, Lumpkin County and Dahlonega must work closely with the GDOT Office of Planning and the GDOT District One Office in Gainesville, Georgia. GDOT's Office of Planning assigns specific planning resources to ensure a regional and statewide perspective in planning for Lumpkin County. The GDOT District One Office also offers personnel and other resources to bring regional and local perspective to the transportation planning process. Transportation solutions are identified for Lumpkin County and other counties through the development of improvement projects included in the six-year GDOT Construction Work Program (CWP) and the three-year Statewide Transportation Improvement Program (STIP).

Transportation Investment Strategies

An inventory of potential strategies was evaluated for the purpose of developing this document. These strategies have the potential to reduce congestion, increase capacity, and improve the quality of life for Lumpkin County and Dahlonega in the future. Programs and projects to address identified needs in Lumpkin County were drawn from the three classifications presented below.

- Growth Management
- Safety and Operations
 - Traffic System Operations Optimization
 - Intersections and Interchanges
- Infrastructure Enhancements
 - Local Transit
 - Roadway Projects
 - Pedestrian and Bicycle Improvements

Growth Management

Despite the population growth projected for Lumpkin County over the next 30 years, reduced traffic congestion and improved quality of life can be achieved by managing the type and location of growth. Planning the location of community activities and services closer to neighborhoods and one another could substantially reduce vehicle trips. Mixed land use planning on a regional, community, and activity center level will improve accessibility to major destinations. By clustering or mixing uses in a small area, community residents have access to most of their daily needs within a short multi-purpose drive, bicycle ride, or walk from home. Schools, shopping centers, and places of employment are popular destinations and should be developed in locations providing maximum accessibility by the residents of the community or region.

An essential tool in controlling transportation demand, land use regulations such as zoning or subdivision development codes can enable growth, while reducing traffic congestion throughout Lumpkin County. Traffic congestion will decrease as vehicle trips shorten and transit, bicycling and walking become viable travel options as strong growth management efforts are pursued.

Safety and Operations

Non-capacity adding projects, such as safety and operational projects, can address specific location or community needs. These improvements address the need to maximize the efficiency and safety of the existing roadway network as a foundation for providing an overall transportation system that meets future demands. Safety and operational projects normally address issues such as sight distance limitations, sharp turning radii, intersection angles, and signage placement. The projects are essential to meeting the transportation needs of the community without adding roadway capacity. The safety and operations category is a key element of the recommended program of projects.

Traffic System Operations Optimization

Small-scale improvements can be incorporated into the existing roadway network to improve the flow of traffic, and they usually have a relatively short completion schedule and lower cost than roadway widening or new construction. Whenever possible, traffic operation improvements should be considered before determining the need for a widening or new construction project. Traffic operations can be optimized in many ways, including providing inter-parcel access, adding medians, closing curb cuts (driveways), adding turn, acceleration or deceleration lanes, or installing or upgrading traffic signals. Coordinated signal timing plans link together the operations of a series of traffic signals located close enough together to impact traffic conditions along an entire corridor. Developed to vary by time of day and day of week, coordinated signal timing plans improve the efficiency of signal operations along congested corridors, increasing the corridor's effective capacity by ten to fifteen percent.

Intersections and Interchanges

Another transportation improvement strategy that addresses safe and efficient travel on the roadway network is the improvement of intersections and interchanges. Many transportation conflicts resulting in congestion and safety issues are found at intersections and interchanges. Their improvement is vital to the safety and efficiency of the transportation network and builds a foundation for a network that meets future demands.

Intersection improvements can correct roadway deficiencies, increase safety, and result in increased capacity without the need to widen or make additional improvements to the roadway. Intersections with high crash rates or severe congestion should be considered for improvements. In addition to intersection improvements, the conversion of critical intersections on high volume roads into interchanges provides effective capacity increases along corridors.

Infrastructure Enhancements

The need to maximize the effectiveness of existing roadway infrastructure is critical in maintaining an efficient transportation network. Potential infrastructure improvements include transit systems, roadway projects, bike and pedestrian facilities, and other strategies requiring capital investment.

Local Transit

The implementation of multi-modal alternatives offers potentially sound solutions to meet the region's transportation needs. Demand response local transit can extend the useful life of the expensive roadway infrastructure and offer commuters a safe and convenient ride to work that, when all factors are considered, is cost-effective for most commuters.

Roadway Projects

Roadway improvements identified through the roadway analysis and public involvement process are the central feature of the long-term planning effort. Additional roadway projects that increase levels of service, reduce congestion, and improve safety become the foundation for meeting transportation needs over the planning period, but may be subjected to air quality emissions testing conducted region-wide.

Lumpkin County and Dahlonega are both actively pursuing the development and maintenance of a road network that accommodates continuing growth. A list of current and future projects was discussed in

earlier sections and in the sections: Improvement Projects and Potential Funding Sources listed below.

You may also refer to Appendix A for further details.

Pedestrian and Bicycle Improvements

Used for recreation as well as transportation, pedestrian and bicycle facilities serve as an integral element of a multi-modal transportation network. Pedestrian and bicycle facilities are vital for providing links to transit, accommodating short trips between neighborhoods and community facilities, and providing circulation between land uses in denser activity centers. The connection of neighborhoods to activity centers, such as employment centers, community facilities, and retail opportunities, by way of pedestrian and bicycle facilities, will improve resident accessibility to these locations. Demand for bicycle and pedestrian facilities have grown substantially since the inception of ISTEAs and TEA-21, which have provided more funding for these modes.

Georgia's Statewide Bicycle Plan, created by GDOT, proposes a statewide network of 14 named and numbered routes totaling 2,943 miles that are or will be particularly well-suited for bicycle use. As previously stated, there is only one State Bike Route located within the planning area: SBR 90. There are currently no plans to establish new bike routes, however, discussion have occurred during this planning effort which indicates a clear desire to explore further biking opportunities within Lumpkin County and includes efforts to establish recreation mountain biking trails throughout Lumpkin County as a joint effort with the U.S. Forestry Service.

Scenic Highways

This study recommends that designated scenic highway routes be considered for bicycle use where possible. Parts of these routes are too steep for cyclists or else the traffic volume is too great. However, these routes are already being promoted to visitors and cyclists are using accessible portions of the routes. To increase safety, it is recommended that as improvements are made, the addition of bicycle facilities be considered.

Road Improvement Projects

All transportation improvement projects within Lumpkin County are funded through the Georgia Department of Transportation. All projects for the county and city are planned and programmed as part of the Statewide Transportation Improvement Program (STIP). This document details the projects identified by the state through the planning process and are prioritized according to their importance and the availability of funds thru the Congressional balancing process. The STIP includes Highway, Bridge, Bicycle, Pedestrian, Transportation Enhancement activities, and Public Transportation (transit) projects. Projects in the STIP emphasize the maintenance, safety, and improvement of existing transportation facilities and public transportation systems. Project related costs, such as Preliminary Engineering (PE), Right of Way (ROW), and Construction are identified for highways, and Capital and Operating costs for public transit projects. The STIP must fiscally balanced, and include only those projects with funding available or that have a reasonable expectation of obtaining funds. The STIP covers projects to be developed over a three-year period and is updated on an annual basis. There are 3 major funding categories for Road Improvement projects under the STIP:

- ⌚ Federal Aid
- ⌚ State Funds
- ⌚ Local Funds

The last approved STIP covers the years FY 2004, 2004, and 2006. There are three projects planned during this period:

- ④ Project # 0000307- Bridge Replacement on SR 52 @ Etowah River
- ④ Project # 0000319- Construct passing lanes and realignment of SR 52
- ④ Project # 0000518- Intersection improvement for SR 400 at SR 60 & SR 115/Long Branch Road

The Georgia Department of Transportation has begun work for the newest STIP (draft) update, which includes projects for FY 2005, 2005, and 2007. This draft includes the continuation of project number 0000518 and it also includes project number 0000565, a bridge replacement project for CR 226/Auraria Road at Crooked Creek. No further projects have been identified for Lumpkin County and the next STIP update is not planned until FY 2005. Furthermore, GDOT's 6-year Construction Work Program (CWP) did not identify any additional long-range projects, which have a completion date beyond FY 2006 for Lumpkin County. For a complete list of details regarding these projects for Lumpkin County please refer to GDOT's Statewide Transportation Improvement Program and Construction Work Program documents.

In addition to these projects listed in the STIP and CWP, Lumpkin County has identified the following potential Long Range Projects, which are not currently listed as part of the CWP. These projects are anticipated to be on the 7 to 20 year horizon.

- ④ Widening of Burnt Stand Road- expand lane widths for safety 7 year horizon
- ④ Widening of Long Branch Extension from 2 to 4 lanes 7 year horizon
- ④ Widening of Long Branch Road & Extension of GA 400
 - From current location up to SR 52 during 10 year horizon
 - From SR 52 up to Frogtown Road during 20 year horizon (New Construction)
 - From Frogtown Road up to SR 11/US 129 during 20 year horizon (New Construction)

Potential Funding Sources

The most likely funding sources are identified for each project, based largely on the location of the project and responsible agencies. In some situations, it may be possible for the county or local agencies to accelerate the process of upgrading facilities by increasing local funding participation. The most likely funding sources for Lumpkin County are listed as follows:

- ③ General Funds
- ③ Special Purpose Local Options Sales Tax (SPLOST)
- ③ Local Options Sales Tax (LOST)
- ③ FHWA, Transportation Enhancement Activities funds
- ③ FTA, Rural Public Transportation funds
- ③ State Aid, County / City contracts

- ③ Federal Lands Program, Scenic Byways

Other options, considered less likely for Lumpkin County specifically, include:

- ③ Appalachian Regional Commission program grants
- ③ Transit fare-box revenues
- ③ Public/private partnerships, such as Community Improvement Districts (CIDs)
- ③ Development impact fees

Lumpkin County and the City of Dahlonega will continue to seek out other funding opportunities where available and will pursue all efforts to reasonably secure federal, state, and local funds, in an effort to maintain and improve the transportation network for the its citizens. However, it must be mentioned that Lumpkin County/Dahlonega's ability to obtain such funding hinges on favorable economic conditions and the highly competitive nature of the demands on transportation funding for such projects within the Congressional District, which serves the area and surrounding communities.

Project Phasing

Although a large number of transportation projects have been recommended, it is not practical or feasible to implement all improvements simultaneously. A phasing plan was therefore developed to provide a starting point to use in prioritizing the recommended projects for further evaluation, funding, and implementation. The prioritization was based on the level of deficiency to be mitigated or eliminated by the project, the estimated cost and the difficulty of implementation from a planning or design perspective. The three time periods used were as follows:

- Short-range period: 2004 through 2007
- Medium-range period: 2008 through 2014
- Long-range period: 2015 through 2025

The specific phase recommended for each improvement was previously outlined in earlier discussions under Table 8.12. Also see Appendix A.

Project Implementation

In order to enhance the potential of success for this proposed plan, the following implementation guidelines are offered:

- ∞ Continue public outreach efforts for project-specific details as part of studying the project feasibility.
- ∞ Secure funding for each short-range project.
- ∞ Identify ways to utilize resources to accelerate the planning, design and construction process for the recommended projects.
- ∞ Undertake study to determine more detailed cost and design elements for the recommended projects.

Conclusions

Lumpkin has a growing population as well as burgeoning tourist activity to a multitude of scenic attractions. The associated traffic generates difficult transportation planning challenges for the area. Improvements were selected that can be implemented without changing the fundamental character of the study area. The purpose of this element was to provide information and transportation recommendations for Lumpkin County and the City of Dahlonega in order to address their transportation needs. It is highly recommended that Lumpkin County and the City of Dahlonega, jointly invest in a comprehensive transportation study as an effort to establish a long-range transportation planning process.

LAND USE ELEMENT

Introduction

Land, and the uses to which it is put, constitute the base scale on which all other aspects of development are founded. Land use and development patterns establish the foundation for the Comprehensive Plan. Consequently, the principal objective of this Land Use Plan Amendment is to determine the most suitable and efficient use of the land and the pattern in which these uses will occur.

The integration of existing development patterns, growth trends and the analysis of land development capacity (the ability of the land resource to support development), the interpretation of the County's vision, guiding principles and goals and objectives were the underlying tenants of this Future Land Use Plan.

The majority of existing land use in the county is low-density single-family housing and agricultural/conservation (National Forest) land. Commercial and industrial uses are clustered within and around the City of Dahlonega and along major road corridors. Although the county will experience substantial growth in the future, it is expected that low-density single-family residential and existing agricultural/conservation land will continue to be predominate land uses of the future throughout the county. Non-residential uses are proposed within village centers, gateway and industrial workplace corridors to support the future residential growth.

The continuous residential development that the county has experienced has had a tremendous impact on existing agricultural uses, infrastructure, public services and sensitive environmental areas. Of primary concern is the lack of a public sewerage system and the subsequent reliance on septic systems.

As the metropolitan Atlanta region continues to expand and more people flee urban growth pressures, Lumpkin and its surrounding counties will continue to see a greater influx of residents. This land use plan does not propose to alter the predominance of single-family residential development, but merely seeks to guide this development in a comprehensive and logical manner that respects natural resources, coordinates infrastructure, and promotes retail and employment opportunities to adequately serve this new growth in appropriate locations. Although Lumpkin County is expected to remain low-density, a greater emphasis will need to be placed on

varied housing types, commercial services to support forecasted population, and an emphasis on industrial and office growth in order to develop a more evenly balanced economy.

■ **Historic Patterns of Growth**

The area that is now Lumpkin County was part of the Cherokee Nation. White settlement in the area was sparse before the 1820s, but a few settlers arrived as early as 1810. The discovery of gold around 1828 led to the County's first major gold rush. In 1830, Georgia claimed ownership of the Cherokee lands and called it Cherokee County. In 1832, the State further divided this area into 10 counties, Lumpkin being one. Auraria, one of the first settlements within the county developed in response to the gold rush. It is believed that early in its existence, Auraria may have had several thousand residents, which decreased significantly by the 1850s. Dahlonega, located five miles north of Auraria, was established as the permanent county seat in 1833. The peak of gold mining activities in Lumpkin County was from 1829 to 1840.

Historically agriculture has been a major land use within Lumpkin County, however, over the last decade the number and size of farms has decreased. In 1982, agriculture represented approximately 16% of total county land area. Currently the total land constituted by farmland is approximately 13.9%. As with most rural counties located in the north Georgia mountain region, growth and development is a mixture of low density residential, agriculture, and scattered commercial located along major transportation corridors. High-density areas and clustered development are located in the City of Dahlonega (where water and sewer are available) and at historic crossroads.

■ **Land Use Categories and Growth Patterns**

An inventory and analysis of existing land use was conducted to establish the type, spatial distribution and intensity of development within the county. Inventoried parcels were classified by primary use and transferred to a map depicting existing land use. The County's current comprehensive plan divided the county into 15 planning areas. Initial land use planning utilized these planning areas as a base to establish existing land use patterns and potential trends. These existing land use planning districts were based on voting district and not

any specific land use planning rational. Therefore, the county has determined that these planning areas be eliminated as a land use planning tool in this current Land Use Planning Amendment. These same planning areas have been used to describe existing land uses. A full listing of land uses by planning area is attached as Appendix C.

For planning purposes, land uses are identified under the categories and grouped by major category in accordance with State DCA guidelines. These categories are used on the Existing Land Use map and form the basis of the Future Land Use Map Plan.

Agriculture and Forestry

Defined: Land being actively farmed, including crop cultivation or livestock operations, or set-aside for timber management as an agricultural pursuit. Residences consisting of individual houses or manufactured homes, commonly on individual lots at very low densities.

Active farmland and the rural character are major characteristics of Lumpkin County. Types of agricultural uses can be categorized into three areas: intensive farming, rural areas with small farms and a transitional area that has maintained its rural character, while at the same time is making the transition to a more residential area.

Agriculture is scattered throughout Lumpkin County, with un-even distribution. There is no agriculture in either the **Dahlonega** or **Martins Ford** Planning Areas. As would be expected, areas such as **Hightower** and **Davis**, with extreme topography contain little scattered agriculture. **Chestatee**, mostly within the Chattahoochee National Forest, has very scattered agriculture. **Frogtown** also contains rural scattered agriculture. **Crumby**, the most vacant area in Lumpkin, has little scattered agriculture throughout. Planning areas which contain specific locations of agriculture are: **Porter Springs** – northern portion only; Shoal **Creek** – eastern and southeastern portions; **Auraria** – forested agriculture limited to Ben Higgins and Auraria Roads area. Planning Areas, which contain mostly protected areas, are **Nimblewill**, with agriculture in westernmost portion north of State Route 52; **Cane Creek** – very low-density agriculture in southern portion; and **Yahoola** with low density agriculture also in the southern portion. Major agriculture exists within **Mill Creek** and **Wahoo** planning areas

Scattered suburban development has caused a multitude of problems, including inconsistent county services and infrastructure, negative impacts to the rural character and natural resources of the county, and incompatible land uses with existing farms. Although a measure of protection has been given agricultural uses within the county, the current trend is the conversion of farmland into residential uses as development pressures continue and land prices (and taxes) continue to rise. The County has taken additional measures to protect its "rural" character by developing the agricultural preservation character area that discourages incompatible uses (primarily residential subdivisions) and requiring "second in" uses to provide adequate buffers.

Residential

Defined: Land devoted to permanent living accommodations, including lots containing houses or manufactured homes, housing subdivision developments, and buildings containing multiple housing units attached horizontally (such as duplexes or town homes) or vertically (like apartments).

Residential uses vary greatly among the Planning Areas. While concentrated areas of housing do exist, it is of note that most residential development is scattered throughout the county, and is often located on individual lots. This patterning is usually located along roadways and at intersections. Single-family residential growth has been the strongest area of new development with the majority occurring in classic suburban subdivisions. Single-family development, including stick built and manufactured homes has accounted for the majority of new growth in Lumpkin County during the last thirty years. The second home market continues to grow especially around the Frogtown area. New homes and subdivisions continue to spread out into the rural areas of the County. Because of a lack of sewer in the unincorporated area, densities have remained low and sprawled across the county.

Multi-family and other types of housing products such as duplexes, townhouses and condominiums have been slow to come to Lumpkin County, with most developments concentrated around Dahlonega. Due to sewerage limitations, this trend is seen to continue, with the exception of some limited housing types in master planned developments and mixed use villages.

Areas of very low-density residential use are primarily located in the northernmost area of the County. These planning districts include Nimblewill, Hightower, Cane Creek and Yahooola. Low-density residential use is found within Chestatee, Frogtown, Porter Springs, Crumby, Wahoo, and Davis planning areas. The remaining Planning Area, **Dahlonega**, contains the highest density of development within the County. Medium densities for the County are to be found in **Shoal Creek**, **Auraria**, and **Mill Creek** in its' southern area. **Chestatee** has significant single-family development in the southern area. **Frogtown** demonstrates significant subdivision growth and 2nd family housing developed along the Chestatee River.

Manufactured home structures are scattered throughout the County, on both individual lots and within subdivisions. Current estimates indicate that at least 30% of the current housing stock consists of manufactured housing.

Areas of low mobile home densities on scattered individual lots include **Nimblewill**, **Hightower**, **Yahooola**, **Chestatee**, **Porter Springs**, **Crumby**, **Wahoo**, and **Shoal Creek** along Grindle Brothers Road, **Frogtown**, especially along Soapstone Road, Roy Grindle Road and Grindle Bridge Road, and Auraria along Cain Bridge Road. **Dahlonega** continues to have mobile homes placed within existing locations.

Higher concentrations and manufactured home subdivisions and parks exist in the following locations: in **Wahoo** in the Stonehenge subdivision at State Route 115 and Charlie Lumpkin Road; and east of State Route 115 near Jeff Sullens Road and Mt. Olive Church Road, in the southern area and along the eastside of Long Branch Road, Martins Ford Road, Mill Hill Road, and Floyd Sullens Road in **Martins Ford**, a small mobile home park along Castleberry Bridge Road. **Cane Creek** has mobile homes along Black Mountain and Wahsega Roads.

Portions of State Route 60 in **Martins Ford** and a development in the southern section of **Mill Creek** are proposed for mobile home developments.

Housing growth within the county is expected to remain strong due to the county's status of a "bedroom" community to the Atlanta metro area. Although the county will see higher densities within some of its activity nodes that are currently or are proposed to be serviced by water and sewer, the majority of new and existing

residential development will continue to be single-family residential. As land prices continue to increase, the county should see a reduction in the percentage of manufactured housing.

Commercial

Defined: Commercial developments occupied by establishments that offer goods or merchandise for sale or rent (retail), or provide a service. Offices and professional services such as medical or engineering offices, real estate offices and insurance agencies are part of this category. Such uses include stores, shopping centers, hotels, restaurants, gasoline stations, automobile body shops, physical fitness centers, markets, building supply centers, administrative operations and corporate offices.

Commercial growth has been a function of automobile accessibility, with the largest concentrations outside the City of Dahlonega are located at major thoroughfare intersections and along the established commercial corridors. Small-scale stores and neighborhood commercial is scattered throughout the county at historic crossroad junctions. Unfortunately, much of the earliest commercial development in the county occurred in the form of ubiquitous strip centers, fast food restaurants and gas stations that sprawl along major arterial roads. Commercial development within Lumpkin County consists of both sales and service uses. Tourist related commercial, such as gift shops, rustic furniture, restaurants and recreational activities are a large portion of the County's economic profile. As Lumpkin County continues to grow, commercial services will follow the residential population.

Another commercial product throughout Lumpkin County is what has been termed "cottage industries." These commercial enterprises are small business located within someone's home or on their property within an accessory building. A variety of uses from small retail outlets (quilts) to services (car repair) to craftsmanship (cabinet and furniture makers) are included under this designation. Although most existing businesses do not pose any problems, several accessory businesses are larger than the residential use, or are considered industrial in nature. The County values these entrepreneurial businesses and residents feel that they add to the overall fabric and character of the community. The Land Use Code takes this unique form of commercial development

into consideration, allowing a great deal of leeway. The Land Use Code also recognizes that sometimes a “cottage industry” has grown into a full-fledged commercial business. Development standards address potential non-conformity between land uses.

The County encourages commercial development with a “village” setting, or along specific major corridors. Two different village nodes have been developed: neighborhood and community, and are based on the type of commercial and the geographic service area. Larger type uses that are regional in scope are encouraged within a Commerce Corridor or within the Gateway Corridor. All villages and corridors, especially the Gateway Corridor (GA 400 and 60) have been developed to address site considerations and aesthetics. The Future Land Use Map was developed looking at historic crossroads areas of commercial development and available infrastructure.

The **Dahlonega** Planning Area is the main commercial node of the County. Its historic downtown provides an extensive mix of uses. Other commercial activity nodes include U.S. Highway 19 Business at Cavender Creek Road and State Route 52 at Town Creek Church.

Existing commercial nodes:

- Neighborhood
 - ③ Frogtown Planning Areas – Garnett Bridge and Shoffret Road
 - ③ Porter Springs Planning Area – Cavender Creek Road with Rail Hill Road and Porter Springs.
 - ③ Dahlonega Planning Area – Highway 19B, US 19/Cavender Creek, SR 52 at Town Creek Church Road
 - ③ Auraria Planning Area – intersection of Auraria Road and Castleberry Bridge Road.
- Regional Commercial/Highway Orientation
 - ③ US Highway 19 – strip commercial north of Dahlonega along 60 to Oak Grove Road to intersection of SR 60 and Camp Wahsega Road.
 - ③ South of the City along US Highway 19, SR 52, US 19 and Business 60.

Scattered commercial uses along existing roadways can be found in **Nimblewill**, **Frogtown**, **Wahoo**, **Hightower**, and **Yahoola**, along Wahsega Road between Black Mountain Road and State Route 9, along State Route 60 between Georgia 400 and Red Oak Flats Road, fronting Georgia 400 and Whelchel Road.

Industrial

Defined: Land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities or similar uses.

Industrial use areas within Lumpkin County are limited. Industrial uses in the county primarily consist of light industrial developments, industrial business parks, wholesale and distribution uses, which have capitalized on the county's valuable attributes of available land and accessibility.

Cane Creek has limited industrial areas, including the Lumpkin County Airport. The **Dahlonega** Planning area has the potential for infill development contained within the strip north of the City along U.S. Highway 19 Business, and within the newly developed Lumpkin County Industrial Park off of Georgia 400.

Attracting industrial land uses is favorable in Lumpkin County. Lumpkin County is serviced by ALLTEL Fibers: This will be an important growth determinant in attracting new economic providers to the County. Its uses will range from medical, educational, and industrial applications, to development of home office facilities. As part of Georgia's integrated electrical transmission system, Lumpkin has excellent ability to supply industrial demands. Compared to 47% of the U.S., coal comprises 84% of fuels used by the State's power generating plants. This assures long-term continuity. Georgia Natural Gas is available in industrial quantities on an interruptible basis. Because of direct access to regional transportation, these areas will continue to grow as the need for increased employment opportunities increases.

Current industrial locations include:

- Industrial Nodes
 - ③ Frogtown Planning Area – Garnett Bridge Road opposite Three Sons Road
 - ③ Dahlonega Planning Area – Cavender Creek just east of US 19.

Transportation, Communication and Utilities

Defined: This category includes such uses as power generation plants, railroad facilities, radio towers, public transit stations, telephone switching stations, streets and highways.

In Lumpkin County, uses classified in this category almost exclusively consist of streets, highways and the railroad tracks, along with cell towers, utility substations and power plants.

Public Institutional

Defined: State, federal or local government uses, and quasi-public institutions. Governmental uses include County administration buildings and the Courthouse, fire stations, libraries, post offices and public schools (but not parks). Institutional uses include churches, cemeteries and other private non-profit uses.

Public and institutional uses are typically not concentrated in specific locales. The majority of public and institutional uses in Lumpkin County are located within the County Seat of Dahlonega. Facilities that are publicly owned, but would be classified more accurately in another land use category, are not included in this category. For example, publicly owned parks and/or recreation facilities are placed in the Parks/Recreation/Conservation category, and general office buildings containing government offices are placed in a commercial category.

Parks Recreation Conservation

Defined: Land dedicated to active or passive recreational uses, natural resources conservation or reserved open space. These lands may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, interpretative areas, wildlife management areas, national forests, golf courses, sports fields, recreation centers, or areas held in their natural state.

There are a total of 374 acres of public parkland within Lumpkin County, including Blackburn Park, Lumpkin County Park and Corps Lake Lanier property. In addition, Lumpkin County contains vast tracts of the Chattahoochee National Forest in the upper three-quarters of the county. Designated scenic turnoffs along certain roads offer majestic views of the national forest. The U.S. Forest Service provides protection of many of the most significant “viewsheds.” National parks and recreational areas include:

- ③ Chestatee Wildlife Management Area
- ③ Blue Ridge Wildlife Management Area
- ③ Desoto Falls National Forest
- ③ Dockery Lake
- ③ Waters Creek
- ③ Woody Gap

Undeveloped

Defined: Land not developed or not being used for a specific purpose, and lands where development has been abandoned or where deteriorated, vacant buildings are located. This category includes woodlands or pastureland (not in agricultural crop, livestock or commercial timber production), and undeveloped portions of residential subdivisions and industrial parks, water bodies (lakes, rivers etc.) and the locations of structures that have been vacant for some time.

Undeveloped lands are located throughout the county, but tend to predominate around areas adjacent to agricultural or residential uses. Other undeveloped land lies primarily within environmentally sensitive areas, such as steep slopes and floodplain.

Existing Land Use Patterns

The following is a breakdown of existing land uses within the county’s previous land use planning element of its comprehensive plan. As stated earlier, the county has chosen not to utilize these planning areas as the planning basis for this Land Use Plan Amendment. The following planning area breakdowns are given as background information and illustration purposes only.

■ **Chestatee Planning Area—Northern Most Section**

- ③ Majority Chattahoochee National Forrest
- ③ Active agriculture adjacent to John Crow and Jim Anderson Roads
- ③ Scattered SF in southern portion (average density?)
- ③ Residential development along Hester Gap Road with a subdivision on the east side of SR60 and Cedar Mt. Road
- ③ Elmer Cain Road
- ③ Few Mobile homes
- ③ Small-scale commercial - U.S. 129/John Crow Rd.
- ③ Restaurant at Turners Corner
- ③ Campground restaurant and store 1 mile north of Turner’s corner on the east side of U.S. 129
- ③ Natural Resources:
 - ③ Waters Creek
 - ③ Boggs Creek
 - ③ Dockery Lake

■ **Frogtown Planning Area**

- ③ Rural single family and agriculture
- ③ Subdivision adjacent to Chestatee River along Horseshoe Bend Road and Rivermist Drive
- ③ Single Mobile homes adjacent to Soapstone, Grindle and Grindle Bridge Road
- ③ Vacant commercial fronting Garnett road
- ③ Convenient store & feed mill @ Garnett Bridge and Shoffret Road
- ③ Industrial South of Garnett Bridge Road opposite Three Sons Road

■ **Porter Springs Planning Area**

- ③ Northern 2/3 rds Chattahoochee National Forrest
- ③ Rural mix of scattered single family, mobile homes and agricultural
- ③ More density developed residential along north and south sides of Cavender Creek, individual mobile homes
- ③ Mobile Home Park at Cavender Creek between Esborn Seabolt Road and Porter Springs Road
- ③ Commercial and industrial uses along Cavender Creek

- ③ Carburetor shop on McDonald Road
- ③ Expansion of commercial—intersection of Cavender Creek Road with Rail Hill Road and Porter Springs.

■ **Dahlonega Planning Area**

- ③ US Highway Business 19—strip commercial north of Dahlonega along Hwy 60 to Oak Grove Road to intersection of SR 60 and Camp Wahsega Road
- ③ South of the city along US Highway 19, SR 52, US 19, SR 52, US19, Bus/60—Scattered Commercial
- ③ Established SF Neighborhoods along Anderson Drive, Creek Valley Road and Owens Road North of City
- ③ Establish SF Neighborhood along Deer Run and Calhoun Road
- ③ New Suburban Single Family Gilbreath Way and North of Oak Grove Road along Alex Martin Road
- ③ Single lot SF along Hwy 19 Bus and Oak Grove Road
- ③ More density in north section
- ③ MHP North of the city, west of US Hwy, 19 Business
- ③ Continued development northern half
- ③ Infill commercial
- ③ Commercial nodes at Hwy 19B US 19/Cavender Creek SR 52 at Town Creek Church
- ③ Anticipated industrial along Cavender Creek just east of US 19—Light industrial
- ③ Level tope, good access to Dahlonega
- ③ Potential denser development close to GA 400 and the Dahlonega South and West Connector

■ **Crumby Planning Area**

- ③ Primarily vacant and undeveloped
- ③ Scattered low density single family on Cavender Creek Road and Rock house
- ③ Limited agriculture and scattered mobile home
- ③ Commercial Development: county stores, body shop along Cavender Creek Campground end of Hidden Valley Road
- ③ Mobile Home Town Creek Road, concentration eastern portion of Homer Edge Road
- ③ Northern low density single family and agriculture
 - ③ Single Family along Cavender Creek and Copper Mines Road
 - ③ River Front lots South of Cavender Creek Road

■ **Shoal Creek Planning Area**

- ③ Western portion—scattered single family along Blue Ridge View road, Pecks Mill Road
- ③ Mobile Home Concentration along Buckwood Circle
- ③ Central Subdivisions between Longbranch Road Extension Copper Mines Road and Grindle Brothers Road, Longbranch Road south of SR 52.
- ③ Scattered Mobile Home along Grindle Brother Road
- ③ East—Commercial development on SR 115 Convenience stores and auto shops
 - ③ Industrial and Junkyards
 - ③ Rural agriculture and low density single family

■ **Wahoo Planning Area**

- ③ Agriculture and very low density single family
- ③ Stonehenge mobile home subdivision and Camelot Subdivision along SR 115

■ **Martins Ford Planning Area**

- ③ Sparsely developed in the north and more densely developed in the south near Hall County
- ③ Scattered mobile homes on east side of Longbranch Road
- ③ Mainly subdivisions along SR 60 and 400, Chestatee River
- ③ SR 60 east of 400, along 7 Mile Hill Road, Martins Ford Road and Floyd Sullen's Road—single family and mobile homes
- ③ Subdivisions in southern most portions.

■ **Auraria Planning Area**

- ③ Historic in nature—first community in Lumpkin County
- ③ Diversity in land uses
- ③ Single Family residential development in the northwest section—Burnt Stand Road
- ③ MH and SF along Cain Bridge Road, Blackburn Road
- ③ MH subdivision south of Burnt Stand Road
- ③ Farming operations along Ben Higgins Road and Auraria Road (Forested)
- ③ Limited commercial development primarily along Auraria Road and scattered locations. Limited commercial along GA 400 corridor: Bill Elliot Ford, retail commercial complex
- ③ Lumpkin County Industrial Park southeast corner of GA 400 and Lumpkin County Parkway.
- ③ Poly Portables at the intersection of Ben Higgins Road and SR 9/52
- ③ Single Family residential development along Lake Lanier
- ③ Proposed commercial along Whelchel Road
- ③ Activity node recommended at the intersection of Auraria Road and Castelberry Bridge Road

■ **Mill Creek Planning Area**

- ③ Sparsely developed, rural section
- ③ Development node at State Route 9 and Mill Creek Church Road—single family, mobile homes and limited commercial uses
- ③ Agricultural—Rider Road, the end of Arrendal Road and the southern portion of the planning area west of State Route 9.
- ③ Timber—harvesting along Little Mountain Road
- ③ Mobile Homes on individual lots and small mobile home park are located along Castleberry Bridge Road.
- ③ Mobile homes along the east side of John Perry Road.
- ③ Proposed land use as very low density of agriculture, forestry and residences in north and northwest; development of Rider Road for agricultural use. Mixed single-family and mobile home development for southern section. Limited commercial near State Route 9 and Mill Creek Church Road.

■ **Davis Planning Area**

- ③ Small and densely developed. Rural but rapidly suburbanizing.
- ③ Mix of agricultural, with single family, mobile homes and home businesses, along with neighborhood commercial.
- ③ Northwestern portion of Planning Area within Chattahoochee National Forest. Small agricultural in this area.
- ③ Limited commercial along State Routes 9 and 52.
- ③ Future: Limited commercial proposed for State Routes 9 and 52. There are no future industrial land use plans.

■ **Nimblewill Planning Area**

- ③ Largest Planning Area within Lumpkin County. Entire area within Chattahoochee National Forest proclamation area and Blue Ridge Wildlife Management Area.
- ③ Only exception to above – South of State Route 52.
- ③ Undeveloped with low density of agriculture and single family residential.
- ③ Westernmost area of north of State Route 52 with significant low-density farm structure, mobile homes and single family residential.
- ③ No industrial.
- ③ Thriving resort and conference centers; country stores on State Route 52.
- ③ Proposed as parks, recreation, open space; rural agriculture and low density residential.

■ **Hightower Planning Area**

- ③ Most remote and undeveloped area in Lumpkin County – extreme topography.
- ③ Lake Nimblewill substantial portion of area.
- ③ Most development along Wahsega Road – low-density rural mixture land use.
- ③ Camp Wahsega and Frank Merrill Army Ranger Camp – two significant public – semi public areas.
- ③ Proposed to remain forest, rural agriculture and very low density residential.

■ **Cane Creek Planning Area**

- ③ Extends throughout northern one-half of County in north/south direction.
- ③ Northern portion in Chattahoochee National Forest.
- ③ Denser rural development along Black Mountain and Wahsega Roads.
- ③ Lumpkin County Airport located south-central portion.
- ③ Significant industrial and commercial development along Wahsega road, between Black Mountain Road and State Route 9.
- ③ Significant agriculture between Wahsega Road and Chattahoochee National Forest.
- ③ Future proposal calls for parks, open space and recreational areas for northern portion; low-density single family residential and mobile homes; some agriculture in southern-most portion.

■ **Yahoola Planning Area**

- ③ Northern two-thirds of Yahoola lies inside Chattahoochee National Forest.
- ③ Southern one-half contains development, which is low density rural.
- ③ Main road is State Route 9 along eastern boundary.
- ③ Proposed land use is for some scattered residential and commercial; remainder to contain parks, residential along with low-density agriculture.

Influences on Future Development

To promote quality growth and development within the county, a "focused growth model" of land use planning has been used. This land use planning model incorporates the following principals:

- Lower densities in areas of environmentally sensitive lands and areas not served by public infrastructure;
- Higher densities in strategic locations that provide access, public services and public infrastructure;
- Strategically located water and sewer services that take advantage of economic growth areas;
- Integrated land uses that help direct market forces that provide greater accessibility in linked locations; and
- Mixed use and master planned developments that integrate various housing types, and commercial and office development within village centers;

■ **Land Use and Infrastructure Patterns**

The continuous residential development without proper land use management throughout the county during the past twenty years has had a tremendous impact on infrastructure and public services. Of primary concern is the lack of water and sewerage in many portions of the unincorporated areas of the county and the subsequent reliance on septic systems. Much of the soils throughout Lumpkin County pose severe limitations to dwelling foundations and septic tank development. Approximately 39,430 acres or 21.2% of the county land area, have soils that pose slight to moderate limitations on dwelling foundations and septic tank utilization. Areas of unsuitable soils should remain low density in nature unless the County develops a public water and sewer system. Therefore, this land use plan proposes that growth and density be concentrated in areas of the county, which are served or are easily accessed by existing systems, and therefore leaving the rural unsewered areas in a lower density use.

Water & Sewer

While sewer and water serve the urbanized portion of the City of Dahlonega, the majority of the unincorporated County does not have service. Public water within Dahlonega is supplied from Yahoola Creek & Barlow Springs, which has a plant capacity of 1,400,000 gpd. Average consumption is 765,000 gpd. The sewerage plant capacity is 720,000 gpd, with an average plat load of 400,000 gpd at the primary treatment plant. Several

private water and/or sewerage plants are located throughout the county. Greater scrutiny and county-based standards should be developed to evaluate private systems to prevent future problems.

Lack of water and sewer has the potential of affecting land use as follows:

- Lack of public water severely limits county wide firefighting capacity and results in increased fire insurance rates
- The use of on-site septic tanks as a means of waste disposal may not be adequate in the long-term, will continue to limit density and may have health and environmental concerns in the future.
- Potential limitations on any efforts to attract large manufacturing and industrial development and multi-family development.

Limited potential exists for the expansion and extension of the City of Dahlonega's facility to serve portions of unincorporated Lumpkin County, as the County looks at future growth plans.

Transportation

The state road system comprises 18.3% of the total road system in Lumpkin County. The County primarily repairs and paves county roads, while the majority of road improvements (widening, extensions, intersection improvements) are completed by the State. The most heavily traveled routes in Lumpkin County include State Route 60, GA. 400, State Route 52, East Dahlonega Connector, State Route 115 and U.S. Highway 19. The majority of traffic congestion encountered is within the City of Dahlonega.

As part of the 10th year update the County will take a closer look at transportation facilities and develop a 10 year Transportation Improvement Plan. Although this more in-depth transportation information was not available during this amendment, the County has taken a preliminary look at what types of roads should primarily serve non-residential development during the Future Land Use Map planning stage. If the County finds that major changes are planned during the 10th year update and transportation study that would affect the Future Land Use Map, the County would revise the map at that time.

Municipal Services

The County provides fire services throughout the County. There are currently two stations: headquarters downtown and secondary station located along SR 115/SR 52. Fire insurance classification 7 within city. The county also provides countywide police protection. Health care is provided by the Lumpkin County Health

Center, a 52-bed hospital and through other private medical providers. Capital facility plans, including current capacity, level of service and future demand will be developed during the 10 year update to the Comprehensive Plan in 2004. The FLUM will assist in the location of these facilities.

■ **Environmentally Sensitive Areas**

A wealth of natural resources are found in Lumpkin County and warrant special attention during the update of the Future Land Use Plan. A balance between the natural and built environment should be maintained in order to enhance and protect the quality of life for Lumpkin County residents. The County is rich in cultural history, historic buildings and rural character, which contribute to a vibrant tourism industry. Following is a highlight of the variety of sensitive areas within the County:

- A Major portion of Lumpkin County is located within the Chattahoochee National Forest. Although private ownership within the Chattahoochee National Forest exists, for the most part this area cannot be developed.
- There are several scenic view corridors that should be enhanced with roadside parks, including: Chestatee River along Highway 60 north of 400, and Northwest of the Highway 60 Bridge across the Chestatee River.
- Wetlands: Lumpkin County contains one of three determinants for potential wetlands – “Hydric” soils. Of this category, Lumpkin contains four hydric soils throughout the county. Known wetlands are identified in the future land use plan and are designated to remain as open space.
- Watershed: Cited as “small” by DNR standards, the narrow watershed extends from northernmost Lumpkin to the northern city limits of Dahlonega. Currently addressed by Yahoola Creek and Ward Creek Watershed Protection Plan.
- River Protection: Chestatee River at terminus with Yahoola Creek meets protected river status. The length of the river portion, falling under the Lumpkin County River Protection Plans runs 7.5 miles between Yahoola Creek and Lake Lanier. State buffers of 100 feet are required along these banks. Currently the majority of the property adjacent to the river is either undeveloped or developed with a single-family dwelling. The continued enforcement of the Protected River Status will ensure that required buffers remain in the future.
- Protected Mountains: Limited to mountains with elevation of 2200’ feet or higher. Less than 280 acres of private property in Lumpkin County is classified as protected mountain. The County should consider adopting Mountain Protection for areas with elevations of less than 2200’, which are slated for development. The Land Use Code attempts to address this by giving development great flexibility for topography.
- The vast majority of land areas in the county have soils, which pose severe limitations to dwelling foundations and septic tank development. Approximately 39,430 acres, or 21.2% of the total County land area, have slight to moderate limitations on dwelling foundations and septic tank utilization. Unsuitable soils should remain low density in nature unless the County develops a public water and sewer system or approved community systems.

- Historic resources should be protected and enhanced whenever possible. Rural resources include many barns and outbuildings, remains of old gristmills and old bridges. The greatest majority of historic buildings are residential structures.

Land Development Practices and Soil and Erosion Control

Environmentally sensitive land development practices as outlined in the Land Use Code will assure that best management practices and sensitivity are applied to land development practices within the county. Cropland erosion accounts for about 38% and pasture and range erosion about 26% of sediment that reach the nation's waters each year. Regulations regarding development within floodplains, strong soil and erosion control measures and enforcement and the discouragement of clear cutting within the county were developed to protect sensitive resources. The County should continue to assist and encourage voluntary compliance with agricultural and forestry Best Management Practices.

■ Land Use Factors

Incompatible Land Use Relationships

Because of the lack of land use controls within the County, land use of various types have been scattered throughout the County. Lack of defined areas for residential, commercial and industrial uses without buffer or landscape standards has caused visual incompatibility and incompatible land use relationships between non-residential, residential property and agricultural properties. Poor designs, such as metal buildings, clear-cut properties and garish signs have contributed to the blight in several areas of the county. Businesses that were once classified as "cottage" industries have grown into large scaled commercial businesses without any restrictions or regard for infrastructure. Large scaled scattered commercial and industrial development within a residence or accessory building, specifically highway oriented business such as auto sales, service and repair, contractor's establishments, and other similar uses have negatively impacted residential uses. Included among identified conflicts are lack of coordination between infrastructure and land use, improper buffering between uses, the generation of large volumes of traffic and nuisance characteristics such as noise and odors.

Following are some specific incompatibilities, which have been identified:

- Nuisance land uses: Commercial uses industrial in character, such as junkyards and auto body shops have been developed throughout the County next to and within close proximity of residential uses.

- In the more rural areas of the County, there are several examples of agricultural and residential development incompatibility.
- Uncontrolled growth has had negative impacts on historic and natural resources especially along GA 400 and other major transportation corridors.
- Most residents feel that the County is being overrun with manufactured housing. Lack of design guidelines and standards has caused some residents in established stick built housing to feel threatened by the proximity of these structures to their subdivisions or individual lots.

Land Resources for Future Development

Vacant or underutilized land is scattered throughout Lumpkin County allowing plentifully land resources in each character area to meet the residential, commercial and employment needs of the county far into the future. As the county continues to grow, land resource availability will be continuously monitored to assure proper infrastructure planning and distribution of land use types to meet a growing population.

Outlook for Development

Lumpkin County looks to the future with optimism but should be cautious in guiding development. Development opportunities outweigh constraints by a comfortable margin, although care must be taken on the types of development that county attracts and where this development should be located. The current development trend of residential growth spreading throughout the rural areas and commercial strip development along major road corridors will promote sprawl and an infrastructure system unable to meet the demands of county residents and businesses. Proactive steps are necessary to guide growth to appropriate locations and densities within the County. The following discussion summarizes opportunities for future development within Lumpkin County and identifies potential constraints and concerns that emerged from the public participation process.

Future Land Use

■ Introduction

The intent of the Land Use Element is to identify the most desirable pattern of land use in Lumpkin County. The Future Land Use Map is a representation of the Comprehensive Plan's goals and policies, adopted plans, and, to a great extent, current development patterns and trends. The map shows the location of character areas while this LUPA identifies policies regarding these areas as a way to guide future growth in the county.

The development of the Future Land Use Map is based on the following:

- ③ Ensure that future land use and development decisions are consistent with long range planning goals and policies and that such decisions promote social and economic well-being;
- ③ Implement a land use plan that articulates a physical policy for a compact development pattern, preserves the rural character as much as possible, protects active agricultural uses and assures the availability of infrastructure concurrent with development;
- ③ Designate sufficient acreage for residential, commercial and industrial uses as required to serve projected future residents and employees within the county;
- ③ Encourage and promote clean, high tech industrial development that strengthens the economic base of the community and minimizes air and water pollution;
- ③ Promote development that is pedestrian-oriented, community centered and minimizes vehicular trips; and
- ③ Coordinate density and infrastructure patterns.

■ Interpretation

The Land Use Plan Amendment is developed with the concept that the Future Land Use Map and the text are to be used as an integrated whole, with the map being a graphic representation of the text.

Interpretation of the Future Land Use Map is a process, which rests on the goals and policies expressed in the text. The land use designations on the map, both in terms of overall definition and intensity of land use types, require that policies and intent statements regulating the development and location of each land use type be evaluated and applied in the process of plan implementation.

■ Land Use Management--The Lumpkin County Approach

Lumpkin County choose a land use management tool that utilizes a single map for planning and land use regulation, rather than separate maps for the future land use plan and land use code map. The key is to link the Future Land Use Map directly to the land use regulation by creating land use plan categories that are more

descriptive of the actual desired character of development (i.e., agricultural preservation, residential growth areas). Within the Land Use Code specific land use that are suitable to the overall character of the district are preferred land uses. Other land uses, although not specifically prohibited, require additional development standards to achieve compatibility within the overall character of the area. This approach provides a direct link between planning and implementation, and allows proposed changes to be considered within the context of a community's long-range plan.

This approach is the "hybrid" concept that combines aspects of both traditional zoning and compatibility standards. Character areas describe the overall "feel" of the area, while compatibility standards and design guidelines provide for mixing of uses that promote a beneficial interaction of uses that lesson negative impacts. Using the overall intent of a character area as a policy guide to appropriate land uses and related compatibility standards, land uses can be integrated in a positive way.

Compatibility Standards

Because of the lack of a formalized development tool, land use in the Lumpkin County has developed purely through market forces without regard to land use compatibility, natural resource preservation or infrastructure planning. Although there are obvious concentration areas within the County, the predominate current development pattern is a mixture of uses. To discourage establishing a large number of nonconforming uses, character areas description of the "feel" of this mixed use development pattern are proposed to include both residential and nonresidential land uses. In addition to identifying the overall character of the area, i.e., large lot rural land uses and small neighborhood commercial, specific performance standards have been developed, such as access requirements, landscape design and buffer controls to lesson impact on neighboring properties.

Community Character Areas and Development Patterns

There are a variety of ways to achieve the County's vision for the future. From an urban design standpoint, the key is to avoid dispersed development projects that are unrelated to one another and exist in isolation at random locations without regard to infrastructure investment or planning. Instead, by focusing appropriate development within distinct character areas, corridors and nodes and arranging these centers within a comprehensive

circulation system that incorporates multiple modes of transportation, the County will achieve a sustainable development pattern that will carry them through to the year 2020.

As stated in *The Vision for Lumpkin County*, the County's vision for the future is based on a pattern of continued growth focused on identified development nodes, corridors and character areas that discourage urban sprawl, inefficient use of infrastructure, and land use incompatibility. These "Community Character Areas" are intended to ensure compatible and unified development within specified areas of the County. The Future Land Use Map is broken into the following Community Character Areas:

- Agricultural Preservation
- Rural Places
- Residential Growth Areas
- Neighborhood Village Center
- Community Village Center
- Gateway Corridor
- Commerce Corridors
- Intensive Industrial

As described in the next section, these Community Character Areas define the overall land use characteristics in generalized areas of the County, such as density, land use, economic development, natural and historic resources and types of community facilities.

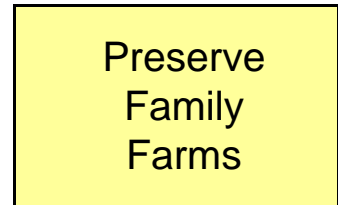
Future Land Use Categories

The Future Land Use Map is a representation of the plan’s goals and policies and indicates where various types of land uses are preferred. Character areas are grouped under the predominant types of land use type, although all character areas allow a mixture of uses. Descriptions of the County’s character areas are described below.

■ **Agricultural Preservation**

Farming is a viable and desirable way of life within Lumpkin County. It provides jobs, contributes to the local economy and creates demand for support business. Lumpkin County also depends on the scenic beauty created by open pastureland, cultivated cropland, and managed woodland to attract tourists to hike on its trails, stay in its bed and breakfasts and to buy local crafts and food products. Family farms, agricultural operations, conservation areas, vast natural and scenic resources and a rural landscape are a large part of the community’s identify and culture.

The preservation of the overall rural character and the preservation of the family-farming heritage are high priorities for the citizens of the county. The intent of the Agricultural Preservation Character Area is to preserve and reduce development pressure on existing conservation and agricultural uses, provide areas for future expansion of these uses and to provide for compatibility standards to lessen the impact between non-compatible uses, especially residential and active agricultural uses. This character area encourages active conservation, farming, commercial agricultural uses and very low-density large lot residential development. This character area discourages “conventional” subdivision development, and acts as a buffer as suburban development creeps into the County’s agricultural areas. Because of this rural orientation, it is expected that a lower level of public services and facilities be provided to lessen development pressure in the area.



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Guiding principles.

To retain the rural character of the Agricultural Preservation Character Area, encouraged uses are primarily agriculturally related uses and operations, and very low-density residential uses. Residential uses within the district are intended to be primarily scattered single-family homes (site built and manufactured) on 3 acres or greater, or compatible large lot, conservation, and equestrian oriented subdivisions. Separations between residential and agricultural uses are required to lessen negative impacts to both farms and residential properties. The following guiding principles are to be used as a guide during the land development process:

- Intensive farming areas may result in odors, dust, noise or other effects that may not be compatible with residential development. Conversely, residential development can have negative effects on agricultural uses as more people mean more children and pets that can intrude into agricultural production. Adequate buffer must be provided to lessen incompatible impact.
- Vast areas of sensitive natural and historic resources, including large portions of the Chattahoochee National Forest require a lower developmental impact.
- Public water and sewerage is not planned, nor are regional public facilities, thereby requiring a very small residential population through large lot development.

This area includes the northern portion of Porter Springs, the eastern and southern portions of the Shoal Creek Planning Area, the westernmost portion of Nimblewill, the Southern portion of Cane Creek, the southern portion of Yahoola, Mill Creek and Wahoo.

■ **Summary of Residential Land use**

This Land Use Plan Amendment addresses compatibility issues, by instituting compatibility standards for residential, agricultural uses and non-residential uses and an emphasis on land use and infrastructure planning. On the Future Land Use Map, the “Residential” category is divided into one of two character areas: Rural

Places (low-density residential), and Residential Growth Areas (medium density residential). Densities and minimum lot sizes are determined by whether public water and sewer are available.

Rural Places

Many areas of Lumpkin County are shifting from an agricultural base to one of mixed residential, commercial and industrial land development. The intent of the Rural Places Character Area is to provide a residential-agricultural community, which benefits from its scenic rural landscape with much of its identity based on its agrarian past while accommodating residential growth. In order to maintain the agricultural, economic, environmental and aesthetic

Transition
from Rural to
Residential

benefits provide by the rural and natural landscape this character area encourages development opportunities by means of clustering development at farmsteads and large lot homesteads, crossroad hamlets, or within large lot conservation and master planned developments. This character area encompasses outlying areas of the county where water and sewer lines are not planned during the current Comprehensive Plan timeframe.

Guiding Principles.

The overall character of the area is “rural” consisting of small-scale farms and low density residential on large home sites. The following guiding principles were used in the development of this Character Area:

- The agrarian and rural character shall be maintained as much as possible.
- Preserve this area as a transition from active large scale agriculture to residential uses;
- Provide opportunities for small farms and a low-density residential population in a rural setting.

Rural places are found in the outlying areas of the County, outside identified centers, portions of Niblewill, Hightower, Cane Creek and Yahoola, Chestatee, Frogtown, Porter Springs, Crumbly, Wahoo and Davis.

Residential Growth Area

As Lumpkin County continues to experience growth in both residential and commercial development, areas meant for traditional subdivision and commercial growth are necessary. The intent of this character area is to channel growth pressures to areas that are

Traditional
Subdivisions

suitable in terms of land use patterns and infrastructure investment, and to areas that have a more “urban” feel. Areas designated as Residential Growth Areas are located primarily within areas that are currently experiencing urbanization and growth pressures, such as outside of City of Dahlonega and within areas that public water & sewer and transportation investment are planned. Minimum lot size varies by type of unit and whether public water and sewer serves the lot.

Guiding Principles

This character area encourages the development of a medium density urban population within traditional subdivision development in order to efficiently provide infrastructure, serve expected future population growth and to provide a variety of housing types. The following guiding principles were used in the development of this character area:

- These areas are located outside identified centers that are experiencing a high volume of residential growth and development pressure.
- The County will concentrate its resources and infrastructure development within this character area to ensure efficient public investment. Public water is either planned or available in this area, although with limited planned public sewer. The development of State approved community systems is encouraged.
- Residential population is medium density in nature and primarily single-family houses, and conventional subdivisions. Other types of housing types such as townhouses and multi-family developments are provided for in areas that have the appropriate infrastructure (transportation access, public water and sewer) to provide a wide range of housing for current and future residents of the County.
- Due to the tourist orientation of the County, “Cottage Industries” and small-scaled “Residential Businesses” add to the overall fabric of this Character area.
- Regional level community facilities, such as parks, active recreation areas, community centers, schools, libraries and senior centers within this Character Area are located or planned in central locations.
- Although this character area is the most “urban” in nature, sensitivity to the natural and rural character is to be maintained as much as possible.
- Due to a higher residential orientation and density stronger development standards such as buffers, setbacks, access and design guidelines to assure compatibility between uses is required in this character area.

This character area includes portions of Shola Creek, Auraria, the southern portion of Mill Creek, Chestatee and Frogtown.

■ **Commercial**

The commercial category contains several use designations that, collectively, include all business activities other than intensive industrial uses. These include offices, retail sales, services and light industrial. Commercial activities have been designated within “village centers” and corridors varying in intensity depending on surrounding land use and infrastructure. Commercial areas have been identified on the Future Land Use Map in three major character areas: Neighborhood and Historic Crossroad Village Center, Community Village Center, Gateway Corridor and Commerce Corridor. Non-residential development is also permissible in certain areas as part of master planned mixed-use developments, and within differencing intensities within the overall character districts. Non-residential areas have been developed in centers and corridors at appropriate locations to avoid “retail creep.”

The table on the following page is a brief description of each commercial character area.

Commercial Character Areas			
Commercial Type	Description	Intensity of Use	Character Area
Neighborhood Village	Small-scaled convenience stores and services designed to serve daily local needs, located primarily at historic crossroad and junctions within the county.	Very small-scaled retail to serve adjacent area. No businesses shall be over 30,000 square feet. Shops are primarily in the range of 3,000 to 6,000 square feet.	All character areas—located at designated intersection nodes that are primarily rural in character and/or surrounding by low-density residential and agricultural development.
Community Village	Mixed use commercial and office uses designed to serve several neighborhoods. Regional scaled retail, services and employment centers. Regional public facilities such as schools, parks & libraries. Integrated housing encouraged	“Main Street” style retail within planned developments, small employment generators.	Residential Growth—located at intersection nodes that provide sufficient transportation access and buffering.
Commerce Corridor	Large scaled commercial, intensive office, light industrial, distribution, and major employment generators. “park development” is preferred.	Larger land uses, major employment centers and auto oriented retail.	Major transportation corridors that provide good access; increased buffering between other uses.
Gateway Corridor	Large scaled commercial, office, high technology and distribution uses that are designed to present a unified image along major corridors of the county.	Major employment generators and planned centers.	Development located along major roadways and traffic corridors leading into the County.

Neighborhood Village Center

Neighborhood Village Centers are places where small-scaled commercial uses, such as a bank, grocery store, drug store, cleaner, and gas station, are arranged in a village-like setting that might include a neighborhood park or elementary school. Neighborhood centers are located throughout the county at major crossroad areas, and have developed over the years to serve local needs. These areas are typically rural in character and tend to attract residents who desire single-family homes on large lots. Thus, a neighborhood center is envisioned as a

compact assortment of convenience-oriented retail stores and services to address the demands of adjacent residents in less urbanized parts of the county, focusing on historic or natural resources of the area. Adaptive re-use of historic structures and buildings is encouraged as a focal point.

The
neighborhood
butcher, baker,
candlestick
maker

From an urban design perspective, sidewalks and linkages are important circulation features, but even more important is the scale of the roads that serve these areas. Given its small scale and often pastoral nature, a neighborhood center would be overwhelmed by wide thoroughfares carrying high-speed traffic and instead should rely on more modestly scaled roadways and tree-lined streets.

Neighborhood Village Centers have been identified in Frogtown at Garnett Bridge and Shoffret Road, in Porter Springs at Cavender Creek Road with Rail Hill Road.

Community Village Center

Typically located at the convergence of major transportation corridors, Commercial Village Centers are envisioned as places where a compatible mixture of higher intensity of uses, such as larger scaled shopping

The place to
go for all your
family's
needs

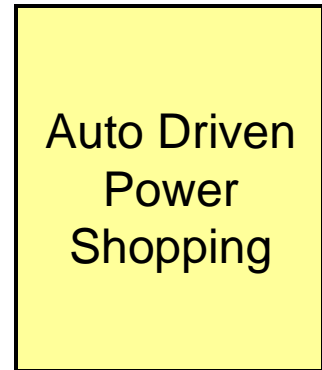
centers, professional office and services. Mixed-use developments that combine residential, commercial, service and recreational uses integrated and linked together by a comprehensive circulation system are encouraged in these nodes. Community village centers include shopping and service facilities that offer a wide variety of goods and services, including both convenience goods for neighborhood residents and shopping goods for a market area consisting of several neighborhoods. Whereas someone might live near a neighborhood village

center but work outside the county, the commercial village concept includes a variety of housing options, employment opportunities, businesses, office, retail shops, services, well-placed parks, plazas and open spaces that create a community where it is possible to live, work and play.

These land use components coexist as part of a collective approach to creating communities that are safe, attractive, and convenient for pedestrians and motorists alike. Buildings should be designed to conform to architectural standards and oriented in close proximity to each other to facilitate walking instead of driving. Natural and historic resources within community village centers should be enhanced and preserved as a means of defining a distinct identity or sense of place. Community facilities such as schools, branch libraries, and government services, serve as anchors for community village centers and help to create identity. Access is provided through a comprehensive system of streets, sidewalks and greenways that intersect at key locations and connect residential areas to commercial uses.

Commerce Corridor

Commerce Centers are envisioned as destinations for expanded interstate trade opportunities that accommodate higher densities in order to create a synergy between retail, office, industry and other commercial uses. Less pedestrian oriented than Neighborhood or Community Villages, Commerce Centers are dependent upon access not only to transportation networks, but also to technology and communication infrastructures. Similarly, the provision of adequate public services in the form of water, sewer, and power are critical to the functionality of these areas.



Under normal circumstances, major commercial uses and employment generators may place heavy demands on public facilities or cause significant impacts on the environment. The industrial uses allowed in the county are not intended to create such problems or demands. The intent of the Commerce Corridor designation is to provide a variety of tracts for heavy commercial uses, light industrial and employment uses that are limited to office and business parks, large scale commercial, office-warehouse centers, distribution/service, light industrial, high-technology and researching, wholesaling companies and similar businesses that have no significant impacts on the environment. Because of the intensity of use and its potential relationship to residential uses, heavy industrial and manufacturing is prohibited in this character area. When located at the perimeter of a Future Land Use Map Commerce Corridor area, uses that are lower in intensity and scale to ensure minimal impact to adjacent properties is required.

From an urban design standpoint, the most critical element in creating a visually appealing Commerce Corridor is the enforcement of appropriate development standards to ensure adequate site plans and landscaping. Buffers are critical between incompatible uses and guidelines that address signage and lighting will help to mitigate the negative impacts of a high concentration of commercial uses. While Lumpkin County is focused on attracting only clean industries to the area, such establishments still require large warehouse buildings and vast amounts of parking and loading/unloading areas that should be screened from view. In addition, certain commercial uses

such as car dealerships require careful site planning to minimize curb cuts and reduce the perception of parking as the primary use.

Gateway Commercial

Several major road corridors are considered to be scenic rural vistas: State Route 400, State Route 60, State route 52 and Long Branch Road. Georgia 400 and State Route 60 provide the “Gateway” into the County and the City of Dahlonega. In order to maintain the rural and scenic vistas that are important to the county’s citizens this area requires special treatment to assure proper development along the



entrance into the county. From an urban design standpoint, the most critical element in creating a visually appealing gateway corridor is the enforcement of appropriate development standards to ensure adequate site plans and landscaping. Buffers are critical between incompatible uses and guidelines that address signage and lighting will help to mitigate the negative impacts of a high concentration of commercial uses. Vast amounts of parking and loading/unloading areas should be screened from view. Where possible the parking areas should be distributed to two or more sides of the business to “visually scale down” the size of the parking lot. Inter-parcel access between sites should be used whenever possible. Grouping or “clustering” of shops with co-mingled parking, landscaping and pedestrian areas in encouraged. In addition, certain commercial uses such as car dealerships, truck terminals and car washes require careful site planning to minimize curb cuts and reduce the perception of parking as the primary use.

The intent of the gateway corridor character area is to:

- Provide for locations of higher intensity, large scale commercial and employment opportunities that require major road access and visibility to serve the economic and future financial success of the county.
- To aid in preventing traffic congestion, hazardous traffic patterns and the efficient use of community facilities.
- To guide and facilitate development that preserves and enhances the natural beauty of Lumpkin County, and particularly the main roadways and traffic corridors leading into its municipalities and the county.
- To balance the opportunities to develop trade, tourism and commerce with the need to preserve the unique natural and historic resources and residential population of the county.

The provision of adequate public services in the form of water, sewer, and power are critical to the functionality of these areas.

Intensive Industrial

This area is established to provide for intensive industrial uses such as landfills, quarries, and other industrial uses that are potential public nuisances, are identified as environmentally hazardous or are potentially dangerous to health, safety or general welfare of the county. Such uses require a Special Land Use Approval (SLUA) in order to be located anywhere in the County.

Other Land Use Categories

Transportation/Communications/Utilities

This category designates existing electric substations, telephone facilities, cable TV, transmission towers, satellite downlink operations in the county as well as roads and highways. There are no known plans for future locations for such facilities, which will be considered on a case-by-case basis. The category also includes all streets and highways in the county.

Parks/Recreation/Open Space

The Parks/Recreation/Open Space land use classification is for those areas within the county that has been developed for park or recreation use or is designated open space. The recreation and park areas illustrated on the map include existing or proposed neighborhood, community and regional parks, recreation facilities and golf courses. Not all developed or needed open space areas are indicated on the Future Land Use Map. Open space is required in all Opens Space and Subdivisions and Master Planned Developments submitted to the County and may be required in other developments when necessary to address recreational and aesthetic concerns, or to create a buffer between different land uses, or as required by the Land Use Code. This category also includes rivers and stream buffers established by law and open space protected by conservation easements.
Public/institutional

This designation includes existing sites and facilities in public ownership for such uses as medical, educational, cultural, governmental, administrative and protective services, and cemeteries. Existing churches also include in this category. Future Public/institutional uses are not shown on the Future Land Use Map, since they may be located within any character area and future locations are not yet known.

Undeveloped

All land within the County has been identified as one character area or the other in order to link the Future Land Use Map to the Land Use Code. Therefore no undeveloped land is identified on the future land use map although many individual properties will continue to be undeveloped within the various character areas in the future.

Future Land Use Development Summary

As population, business and industrial growth continue, by 2025 over 54,000 acres of the unincorporated portion of the county are expected to be consumed by land development pressures for new homes, shops, offices, and other employment opportunities. Over this period, almost 30.6% of unincorporated Lumpkin County, much of it currently vacant or in agricultural use, will experience such development activities and pressures.

■ **Future Land Use Acreages**

The following table presents the amount of land shown on the Future Land Use Map in the various character areas and other land use categories in unincorporated Lumpkin County.

Future Land Use Unincorporated Lumpkin County	
Character Area/Land Use	Acreage
Agricultural Preservation	49,244.56
Rural Places	27,438.05
Residential Growth Area	27,808.97
Neighborhood Village Center	1,492.60
Community Village Center	851.74
Gateway Corridor	3,240.90
Commerce Corridor	984.15
Intensive Industrial	0.00
Transportation/Communication/Utilities	3,463.08
Public/Institutional	1,636.40
Recreation/Open Space/Conservation	61,629.61
Total – Unincorporated Area	177,790.06

As discussed earlier in this Land Use Plan, all of the unincorporated areas of the county have been assigned to a character area designation or land use category. This will enable the Land Use Plan Map to guide land

development and in establishing compatibility standards for various uses within each character area and between different uses.

■ **Population and Housing Forecasts**

Growth in Lumpkin County will drive demand for land development and thus “consume” land for residential and nonresidential use. The following table is summarized from the Forecasts and Development Demand Analysis. By 2025, population and housing is projected to almost triple.

Household and Dwelling Unit Forecast—2000-2025						
Unincorporated Lumpkin County						
	Population	Persons in Group Quarters	Net Population	Persons per Household	Dwelling Units	Notes
2000	17,534	159	17,375	2.68	7,082	
2005	28,510	204	28,306	2.64	10,722	
2010	34,925	1,050	33,875	2.60	13,029	
2015	42,780	1,462	41,318	2.59	15,953	
2020	52,410	2,028	50,352	2.59	19,441	
2024	66,661	2,878	63,783	2.61	24,438	

■ **Employment by Land Use Category**

In order to estimate future demand for nonresidential development, future employment estimates were translated from employment by economic sector to land use categories. Employment by land use category is estimated by applying the percentages of employment by category to specific land uses. The Public land use category has been added, reflecting federal, State and local government employees included on the Table. The following table summarizes 2003 and 2025 employment by employment category and by land use category for unincorporated Lumpkin County. Some employees do not generate demand for land development (such as itinerant construction subcontractors), and thus the totals for employment by category are larger than the totals allocated to the land use categories.

Employment Forecast by Land Use		
Unincorporated Lumpkin County		
	2003	2025
Employment by Economic Sector		
Agricultural Services; Mining	338	286
Construction	611	4,042
Manufacturing	631	2,180
Transport, Communications & Utilities	194	871
Wholesale Trade	95	375
Retail Trade	919	8,783
Finance, Insurance & Real Estate	261	2,351
Services	1,098	8,897
Government	801	4,296
TOTAL by Employment Sector	4,948	32,081
Employment by Land Use Category		
Retail Commercial	1,158	10,602
Office	1,461	10,814
Industrial	841	3,621

Public	801	4,296
TOTAL by Land Use Category*	4,261	29,333
*Most farmers and some construction workers do not create demand for urban land use categories.		

■ **Comparison of Existing and Future Land Use**

Comparisons between the land uses shown on the Existing Land Use Map and the Future Land Use Map are difficult because, while the former locates actual uses, the Future map covers large areas that are considered appropriate for a mixture of uses by intensity and character, rather than specific uses. Because the County will utilize their Future Land Use Map as the sole representative guide for their Land Use Management Tool, the entire county has been mapped into one character area or another, even though much of these latter areas will remain undeveloped in 2025. Two tables are presented in this section: one comparing existing and future land use acreages by standard land use category, and one making the same comparison but based on the Future Land Use Plan’s character area categories, with some land use type break-outs where appropriate.

The following table presents land use acreages in unincorporated Lumpkin County based on the predominant land use categories shown on the Existing Land Use Map. Acreages from the Future Land Use Map are translated into these same categories from the character area data. Existing “undeveloped” acres are considered to be dormant but agricultural in nature, given the county’s strong agricultural base. Note that there are no areas identified as “industrial” on the Future Land Use Map because these areas are included within the commercial character areas; thus, while the table implies that the existing industrial areas will disappear, they are in fact only moved to a different category for plan implementation purposes

Change in Acreages by Land Use Category Unincorporated Lumpkin County			
Land Use Category	Existing Acreage	Future Acreage	Change (in Acres)
<i>Timberlands</i>	36,500.28		
<i>Farmlands</i>	25,228.00		
<i>Undeveloped</i>	36,243.39		
Agriculture/Forestry: Subtotal	96,369.30	49,244.56	(47,124.74)
Residential	16,171.01	55,247.02	39,076.01
Commercial	2,352.15	5,494.39	3,142.24
Industrial	138.13	1,212.13	1,025.00
<i>TCU: Roads and Highways</i>	3,397.06	3,397.06	--
<i>TCU: Communication & Utilities</i>	2.66	66.02	63.36
Transportation/Communication/Utilities: Subtotal	3,399.72	3,463.08	63.36
Public/Institutional	976.64	1,636.40	659.76
<i>PRC: National Forest</i>	57,038.00	57,038.00	--
<i>PRC: Parks/Recreation</i>	1,345.11	1,345.11	--
<i>PRC: State River Buffers</i>	--	3,246.50	3,246.50
Parks/Recreation/Conservation: Subtotal	58,383.11	61,629.61	3,246.50
Total – Unincorporated Area	177,790.06	177,790.06	--

The second table in this section, below, compares existing and future land use acreages by character area as shown on the Future Land Use Map. In order to show such a comparison, categories are combined where necessary. As explained within the section on “Future Land use Categories,” Lumpkin County has utilized a unique system of “Character Areas” on their Future Land Use Map as the basis for their Land Use Management Tool (a one map system). Each character area has a predominate land use type associated with it, such as agriculture within “Agricultural Preservation” or Highway type commerce (big box, warehousing) within the “Commerce Corridor,” although no land use is prohibited within any area, with the exception of “intensive industrial.” Classifications are based on intensity and impact of use, rather than actual traditional zoning and land use classifications such as “residential,” “commercial,” and “industrial.” A detailed outline of mixed uses

types within commercial village and corridor can be found on the “Commercial Character Area” table. As noted, since each character area has the potential to contain any type of use, it would be impossible to allocate the traditional land use classifications identified on the previous table by character area. Therefore, the projected demand of 3,142.24 additional commercial acres and the 1,025 additional industrial acres could potentially be distributed within all character area. Intensive industrial uses, as further classified within the Land Use Management Tool, are the only uses that have been separately categorized since they are allowed only within the “Intensive Industrial” character area.

Change in Land Use Acreage by Character Area Unincorporated Lumpkin County			
Character Area/Land Use	Existing Acreage	Future Acreage	Change (in Acres)
Agricultural Preservation	96,369.30	49,244.56	(47,124.74)
Rural Places	16,171.01	55,247.02	39,076.01
Residential Growth Areas			
Neighborhood Village Center	2,352.15	6,431.26	4,079.11
Community Village Center			
Gateway Corridor			
Commerce Corridor			
Intensive Industrial	138.13	138.13	0
Transportation/Communication/Utilities	3,399.72	3,463.08	63.36
Public/Institutional	976.64	1,636.40	659.76
Recreation/Open Space/Conservation	58,383.11	61,629.61	3,246.50
Total – Unincorporated Area	177,790.06	177,790.06	0

Changes within the City of Dahlonega are not shown on the table above. While existing land use data is available countywide, the City of Dahlonega is independently responsible for their own future land use planning and for regulation of land use and development.

■ **Land Demand for New Growth**

As noted above, by 2025 over 54,000 acres in the unincorporated areas of the county are expected to become developed, prepared for development or designated by market pressures for development. In “real” acres of actual construction (i.e., a building on a lot), this represents some 23,000 acres. As discussed in the Forecasts and Development Demand Analysis, actual building construction represents only a portion of land “consumed” by development. A residential subdivision consumes land through development even if it only contains vacant lots. Similarly, vacant “spin” sites at a shopping center, land set aside for “phase two” projects, and land otherwise graded and prepared for development can consume land as irreversibly as actual building construction.

Only acres for future residential, commercial, industrial and governmental/institutional uses are included in the Land Demand Analysis calculations. Land to be consumed for Transportation/Communication/Utilities, Public/Institutional and Recreation/Open Space/Conservation uses (including the National Forest) are shown on the existing and future land use comparison tables above.

■ **Allocation of Demand to Character Areas**

The Lumpkin County Land Use Plan embraces variety and exceptional design in its vision, its goals and objectives, and in its implementing regulations. Multi-use villages and corridors and other concepts infuse the Future Land Use Map. The following table presents a summary from the Forecasts and Development Demand Analysis of anticipated future development and the character areas where it is anticipated to be located.

The following table shows the percentage of each land use demand category assigned to each character area where each use is most likely to be developed. Thus, the table reflects both the allocation of future development and the land use mix and proportions expected, in general, in each character area.

2025 Development Demand by Character Area Unincorporated Lumpkin County										
	Rural Single-Family	Suburban Single-Family	Urban Single-Family	Duplex	Multi-Family	Commercial	Office	Industrial	Government Administration	Total
Demand by Land Use Type (acres)	21,685	26,780	1,115	635	485	1,665	755	1,075	115	54,310
Allocation of Demand to Character Areas	Agricultural Preservation									
	20%									
	Rural Places									
	60% 25%									
	Residential Growth									
	20% 72% 70% 50% 20%									
	Neighborhood Village									
30% 30% 20%										
Community Village										
10% 30% 40% 20% 20% 40%										
Gateway Corridor										
3% 20% 20% 40% 30% 40% 30%										
Commerce Corridor										
20% 10% 70% 10%										
Demand by Land Use Plan Character Area (acres)	Agricultural Preservation	Rural Places	Residential Growth	Subtotal Residential	Neigh. Village	Community Village	Gateway Corridor	Commerce Corridor	Subtotal Nonres.	Total All Areas
	4,337	19,706	24,814	48,857	749	1,026	2,506	1,173	5,453	54,310

■ **Distribution of New Growth**

This last table takes the allocation percentages from the previous table and multiplies them times the total demand for each land use category. Thus, the following table shows the actual acres allocated to each character area instead of the percentages. These acreages represent total land expected to be consumed by new development by 2025.

Distribution of New Growth—2003-2025										
Unincorporated Lumpkin County										
	Rural Single-Family	Suburban Single-Family	Urban Single-Family	Duplex	Multi-Family	Commercial	Office	Industrial	Government Administration	Total
Agricultural Preservation	4,337	-	-	-	-	-	-	-	-	4,337
Rural Places	13,011	6,695	-	-	-	-	-	-	-	19,706
Residential Growth Areas	4,337	19,282	781	318	97	-	-	-	-	24,814
Neighborhood Villages	-	-	-	-	-	500	227	-	23	749
Community Villages	-	-	112	191	194	333	151	-	46	1,026
Gateway Corridor	-	803	223	127	194	500	302	323	35	2,506
Commerce Corridor	-	-	-	-	-	333	76	753	12	1,173
Intensive Industrial	-	-	-	-	-	-	-	-	-	-
Total – Unincorporated County	21,685	26,780	1,115	635	485	1,665	755	1,075	115	54,310

Note: All figures are shown in acres.

† **Land Use Goal ... manage growth and development based on physical, social, and economic needs, environmental considerations, and the ability of the tax base and public facilities and services to support such growth and development.**

- ⑤ Ensure future land use and development decisions are consistent with long-range planning goals and policies, and that such decisions promote social and economic well-being.
- ⑤ Promote well-designed and planned development that will preserve open space and environmentally critical areas where feasible.
- ⑤ Develop a land use plan that minimizes land use incompatibilities.
- ⑤ Promote the low-density rural character of outlying remote areas in the County, consistent with other development goals and objectives.
- ⑤ Implement a land use plan that articulates a physical policy for a compact urban area to minimize environmental impacts, assure the availability of utilities concurrent with development, and minimize public service costs.
- ⑤ Coordinate development with the provision of public services and facilities.

Strategies that will address these needs include...

- ⑤ Promote subdivisions that foster a sense of community and foster pedestrian mobility, the natural environment, community recreation, and public open space.
- ⑤ Use infrastructure as a tool to guide development into locations where the land is most cost effectively serviced (i.e., accessible to police, fire, sewer and the urban road network), with protection for the integrity of established neighborhoods.
 - ③ Adopt public service and facility standards that ensure new development will only be approved when the facilities to serve it will be concurrently available.
 - ③ Implement a system of interrelated land use and capital improvements planning.
 - ③ Monitor development's impact on existing or future infrastructure capacities.
- ⑤ Provide suitable areas for continuation and expansion of low-density rural mixtures of site-built dwellings and manufactured homes with non-intensive agricultural uses.
- ⑤ Revise the subdivision review program, or develop performance standards, so that each subdivision fronts on a public or private street with suitable access, width, all weather surfacing and drainage, rather than fronting and deriving access on a major thoroughfare.
- ⑤ Ensure suitable land is available for the projected acres of future residential, commercial and industrial development.
- ⑤ Through the Future Land Use Plan, conserve those areas with soils and other characteristics that are most suitable for prime agricultural land through designation as agricultural or very low density residential.
 - ③ Encourage nodal development in order to avoid commercial sprawl. Retail areas should be well defined to avoid "retail creep" beyond designated commercial areas.
 - ③ Promote regional and community commercial development at locations near intersections of existing or planned major thoroughfares designated for commercial uses.
 - ③ Establish the location for industrial uses within industrially designated areas and planned industrial parks.

- ③ Establish standards requiring buffers between non-residential and residential uses when adjacent to one another.
- ⑤ Develop design plans for major entranceways into the County to serve as a guide for future development.
- ⑤ Integrate existing cottage industries in a way that does not negatively impact surrounding residential uses. Lumpkin County's greatest strength is its proactive and concerned residents.

INTERGOVERNMENTAL COORDINATION ELEMENT

The Intergovernmental Coordination Element provides local governments an opportunity to inventory existing intergovernmental coordination mechanisms and processes with other local governments and governmental entities that can have profound impacts on the success of implementing the local government's comprehensive plan. The purpose of this element is to assess the adequacy and suitability of existing coordination mechanisms to serve the current and future needs of the community and articulate goals and formulate a strategy for effective implementation of community policies and objectives that, in many cases, involve multiple governmental entities.

INVENTORY OF EXISTING ACTIVITIES, PROGRAMS AND CONDITIONS

LOCAL GOVERNMENT ENTITIES, BOARDS, AUTHORITIES AND PROGRAMS

The **Lumpkin County** government has a five member commission and other elected officials who serve four-year terms. The county government sets and approves the budget for all departments and elected officials. The county government, under the supervision of the commissioner, sets the millage rate each year, which provides funds for the operation of the county departments.

The **City of Dahlonega** is governed by a mayor and five person city council who are elected city wide. All city council members serve on a part-time basis. The mayor supervises the city clerk and all city departments.

The **Lumpkin County Board of Education** serves the residents of Dahlonega and Lumpkin County. The school system currently operates four public schools and is the fiscal agent for the Lumpkin County Head Start Program and the Pre-Kindergarten Program. The school system coordinates with Lumpkin County in the use of its facilities for recreation and other public use and for other programs.

The **Lumpkin County Development Authority**, created as a local Development Authority in accordance with Georgia state law, works to attract new industry and expand existing industry in the county. Its nine members meet monthly, or in called meetings as necessary, to report on projects, plan strategy, consider inducement resolutions for new industries, and to acquire and develop industrial buildings, industrial sites and industrial parks.

The **City of Dahlonega** and the **Lumpkin County Water Authority** provides water services to their respective water service area in Lumpkin County as agreed upon in the Lumpkin County Service Delivery Strategy.

Adjacent local governments include **Dawson County** and **Hall County** to the south, **Union County** to the north, **Fannin County** to the west and **White County** to the east.

Coordination with these local governments is essential to the planning, development and service delivery process. Lumpkin County is a member of the **Georgia Mountains Regional Development Center (GMRDC)**, which coordinates local and regional planning and development activities for all of the above counties with the exception of Fannin and those in North Carolina. Fannin County is a member of **the North Georgia Regional Development Center (NGRDC)**. The two RDCs coordinate the review process for all developments that are at such a large scale they may have impacts beyond their jurisdictional boundaries (regional in nature) and may cause inter-jurisdictional conflicts. This review, titled **Development of Regional Impact (DRI) review** notifies all surrounding local governments and potential impacted agencies of the proposed development and allows them an opportunity to review the project (development) and provide comments about its potential impact on them.

LUMPKIN COUNTY COMPREHENSIVE PLAN

INTERGOVERNMENTAL COORDINATION

The RDC will then provide to the submitting local government comments and recommendation on the proposed project prior to the local government making a decision allowing the project to proceed or be denied.

OTHER UNITS OF LOCAL GOVERNMENT

The **Lumpkin County Sheriff Department** is responsible for the police protection, service and safety of Lumpkin County citizens. The department operates a patrol, investigations, jail and public and school education division as well as participating in a drug task force. The sheriff department may assist the County in the enforcement of its local regulations.

The **Clerk of Courts** is responsible for all the civil and criminal filings made in the **Lumpkin County Superior Court**. It also serves as the official recorder of real estate documents for the County maintaining records of deeds, plats, etc. The Clerk also provides the jury pool for Grand Jury and civil and criminal trials.

The **Magistrate Judge** is an elected official in Lumpkin County. The **Magistrate Court** office process various criminal and civil matters and small claims up to \$15,000. The criminal section issues warrants, hold bonds, committal, dispossessory and first appearance hearings for certain offenses. The civil section issues notices of foreclosure, garnishments and Fi-FA's. The Magistrate Judge also performs marriages.

The **Judge of the Probate Court** is an elected official. The office is the custodian of vital records that allows the issuance of certified copies of birth and death certificates. The office maintains marriage records and copies of the legal organ. **The Probate Court** is responsible for the probate and administration of estates along with guardianships of minors and incapacitated adults. The court also handles misdemeanor traffic violations for the county. The Probate Judge also performs marriages.

The **Juvenile Court** handles all cases involving delinquent, unruly, and deprived children, as well as cases involving custody, child abuse, abortion notification, and termination of parental rights, and provides probation supervision of children on probation. Juvenile court also handles all traffic cases involving children under the age of 17, regardless of the jurisdiction of the incident.

Public defenders office participates as part of the Enotah Judicial Circuit.

MULTI-JURISDICTIONAL AND REGIONAL ENTITIES AND PROGRAMS

The **Joint Development Authority of Forsyth, Dawson, Hall and Lumpkin County** is a joint four county development authority, consisting of three members from each county, appointed by their County Commission, meets quarterly (no set meeting date) at alternating locations to plan and report on development activities in each county.

The **Dalton-Lumpkin County Chamber of Commerce** operates the Welcome Center and is active in tourism development of the Dalton and Lumpkin County area. Volunteers and paid staff, including an Executive Director, serve the mountain tourists and visitors to the community. The Chamber has about 450 members and is governed by a volunteer President and a Board of Directors representing businesses in the community.

The **Enotah Judicial Circuit Court** serves four counties that include Lumpkin, Towns, Union and White. There is a joint agreement among the counties to fund the court services along with state funding. It is determined that the service is meeting current needs and is adequate to serve the county over the planning horizon.

The **Appalachian Drug Task Force**, a joint law enforcement effort by Lumpkin, Towns, Union and White Counties, provides the resources necessary to facilitate the investigation, arrest, prosecution and conviction of drug and violent offenders who illicit activity impacts within the collective jurisdiction.

**LUMPKIN COUNTY
COMPREHENSIVE PLAN**

INTERGOVERNMENTAL COORDINATION

The **Georgia Mountains Regional Development Center** provides land planning, transportation planning, historic preservation planning, water resource and water quality planning, economic development assistance, and grant assistance to the county and city. GMRDC has a regional plan and coordinates the review of local plans and developments of regional impact. The **Georgia Mountains Regional Economic Development Corporation** provides economic development and loan assistance to the city and county.

Electric power is distributed in Lumpkin County by the **Amicalola Electric Membership Corporation, Habersham EMC, Jackson EMC, Blue Ridge Mountain EMC, Sawnee EMC and Georgia Power.**

STATE AGENCIES, PROGRAMS AND ACTIVITIES

The **Georgia Department of Community Affairs** provides a great deal of assistance to the county and city through its numerous programs. These programs include assistance in the areas of planning, housing, quality growth, downtown development and community development. Lumpkin County is also a member of the Region 2 Regional Advisory Council.

The **Georgia Department of Transportation** operates a maintenance and engineering post for localized road maintenance and improvements. The department also does the local transportation planning for Lumpkin County out of the District 1 Office located in Gainesville, Georgia.

The **Georgia Forestry Commission** operates a forestry county unit office in Dahlonega. The office provides a county ranger who provides leadership, service and education in protection, management, and wise use of local forest resources.

The **Georgia Department of Natural Resources** manages several recreation facilities within Lumpkin County, including other important historic and archeological resources. The Environmental Protection Division of DNR regulates permits for drinking water, waste water, stormwater management.

Agricultural extension services are provided county-wide by the **University of Georgia Cooperative Extension Service**. This program is funded jointly by Lumpkin County and the State of Georgia.

The **Georgia Department of Human Resources** provides health services and mental health services through the Lumpkin County Health Department and the Lumpkin County Department of Mental Health. These two departments are funded by local, state and federal funds and grants.

The **Georgia Department of Family and Children Services** provides social and protective service assistance to needy families and children within the County. These services are funded by county, state and federal funds and grants.

FEDERAL AGENCIES AND PROGRAMS

The **United States Forest Service** manages nearly 57,000 acres of land in Lumpkin County. The forest service leases land to Lumpkin County for recreation purposes. Occasionally the Forest Service will conduct land swaps on an as need basis with local governments and private individuals to consolidate their property and management of the forest. Because of all the Forest Service land located in Lumpkin County, the federal government provides a token reimbursement to the county for the loss taxable lands.

The **U. S. Army Corps of Engineers** is a federal agency that owns and manages Lake Lanier and Lake Lanier Dam. The Lake Lanier Reservoir lies partially in Lumpkin County on the south/southeastern edge of the county. The Lake Lanier Reservoir serves a number of purposes other than recreation, including flood control and power generation. Lumpkin County has lease agreement with Corp for the development and management of recreation facilities on the reservoir.

The **Appalachian Regional Commission** is a federal-state partnership that works with the people of Appalachia to create opportunities for self-sustaining economic development and improved quality of life. The ARC program is administered at the state level by the Georgia Department of Community Affairs (DCA). Each year ARC provides funding for several hundred projects throughout the 13 Appalachian states in support of economic and human development. These efforts seek to augment ARC's highway development program and bring more of Appalachia's people into America's economic mainstream. The projects directly address ARC's five goal areas: education and workforce training, physical infrastructure, civic capacity and leadership, business development, and health care. In helping Appalachian states meet community needs in these five goal areas, ARC has supported a variety of innovative projects and initiatives. Each year throughout the Region ARC programs create thousands of new jobs, increase school readiness, improve local water and sewer systems, expand access to health care, assist local communities with strategic planning, and provide technical, managerial, and marketing assistance to emerging new businesses.

Lumpkin County is one of 35 counties in North Georgia eligible for assistance and programs activities from ARC. It is imperative that goals, policies and objectives at the local level be consistent and applicable to the mission goals of the ARC. The goals, policies and objectives found in each element of this plan are all relevant to ARC policies.

The **U.S.D.A Natural Resource and Conservation Service** provides technical assistance on natural resources issues and assist individuals, groups, and communities within the county to implement soil and water conservation practices to protect the privately owned land in Dahlonega and Lumpkin County. This program is jointly funded by county and federal funds.

The **Tennessee Valley Authority** is a federal agency providing electrical power services to the Tennessee Valley Region.

The **U.S. Army** operates an army ranger training facilities. Camp Merrill, in the northern part of Lumpkin County.

SERVICE DELIVERY STRATEGY

In accordance with the Service Delivery Act (HB 489), the Lumpkin County and City of Dahlonega Service Delivery Strategy (SDS) was developed, submitted and approved in 1999. The document was recently update in 2004. This state law requires that local governments and related entities cooperate with the delivery of community services. The SDS identifies local community services, assigns service areas and responsibilities (including funding), and provides a methodology for the delivery of community services that include a variety of implementation tools such as ordinances and contracts.

In accordance with the SDS law, a local government's existing Strategy must be updated concurrent with the local government's comprehensive plan. To ensure consistency between the comprehensive plan and SDS the services to be provided by the local governments, as identified in the comprehensive plan cannot exceed those identified in the SDS. And, there must be consistency between the comprehensive plan and the SDS.

The current SDS includes the following services:

- Animal Control
- Chamber of Commerce
- Clean and Beautiful
- Clerk of Court
- Coroner
- E-911
- Economic Development
- Elections
- Emergency Management
- EMS
- Enotah Judicial Court
- Equalization Board
- Extension Service
- Fire Protection
- Historic Preservation/Museum
- Hospital
- Humane Society
- Indigent Defense
- Jail, Jury
- Juvenile Court
- Land Use Planning
- Law Enforcement
- Library
- Magistrate Court
- Mental Health
- Municipal Airport
- Parks and Recreation
- Probate Court
- Public Health
- Road Maintenance/Construction
- Senior Services
- Social Services
- Soil Conservation
- Solid Waste Management
- Superior Court
- Tax Assessment
- Tax Collection

**LUMPKIN COUNTY
COMPREHENSIVE PLAN**

INTERGOVERNMENTAL COORDINATION

- Waste Water Treatment
- Water Service.

All of these services are presented and discussed in other elements (Community Facilities and Services, Natural Resources, Historic and Cultural Resources, Transportation) within the comprehensive plan.

The SDA also includes an agreement between Lumpkin County and the City of Dahlonega to implement a process for resolving land use disputes over annexations. Under the agreement between the City and the County prior notification of annexation activities will be given to the County by the City providing full information on the proposed land use or zoning classification and area to be annexed. The county will respond to the City within 15 working days of its agreement or objection to the proposal. In the event of disagreement between the City and County, the dispute will go through the agreed upon mediation process.

To ensure compatible and non-conflicting land use Lumpkin County and Dahlonega provides land and water planning through ordinances for the following: Subdivision Regulations, Soil Erosion and Sedimentation Control, Floodplain Regulation, and through a resolution approving and adopting a comprehensive plans for the City of Dahlonega and Lumpkin County. Expansion of water and sewer services and land use modifications must comply with these resolutions, ordinances, and the comprehensive plan.

There are additional departments or services identified in the SDS not addressed in this element, but are departments or units of local government, and are solely funded out of the county or city budget, are addressed and assessed in the community facilities element of this plan.

Since the document was recently update, there are no immediate change needed in the Lumpkin County SDS.

OTHER ACTIVITIES

The City of Dahlonega owns a public water-supply intake located on Yahoola Creek, inside of Dahlonega. Upstream of Dahlonega's intake, Yahoola Creek is approximately 7 miles long, and the watershed includes about 35 square miles, part of which is land owned and managed by the United States Forest Service. The entire Yahoola Creek watershed in Lumpkin County is considered a water-supply watershed. Dahlonega is preparing to adopt a water supply watershed protection plan that meets recommended state protection standards for small water supply watershed, which will protect the drinking water intake for Dahlonega. Lumpkin County has not adopted a water supply watershed protection ordinance, but must do so sometime in the future.

Recently, a Source Water Assessment and Protection Plan (SWAP) was conducted by Georgia Mountains RDC for Georgia DNR, EPD for the City of Dahlonega drinking water intake on the Yahoola Creek. This assessment will survey land uses found within the watershed and will rate each use on their potential threat to the intake based on use and location within the watershed. The plan will help Lumpkin County and Dahlonega to better understand land use activities within the watershed and help them develop policies and measures to protect the drinking water source.

LUMPKIN COUNTY
COMPREHENSIVE PLAN **INTERGOVERNMENTAL COORDINATION**
ASSESSMENT OF CURRENT AND FUTURE NEEDS

- The current methodology for resolving land disputes within the county and for coordinating planning activities, via regional hearings for local planning and communication large scale developments, DRI reviews, works well for Lumpkin County and Dahlonega.
- The Lumpkin County level of need with the Appalachian Regional Commission is skewed by the higher income retirement population that is locating to the area. This is a population that does not work and does not contribute directly into the community. Looking below the surface there are several low and moderate income individual and families who are in need of training and jobs.
- A better methodology needs to be developed that will help the federal government understand the enormous loss in tax base in Lumpkin County and increase their annual reimbursement to a fair value.
- Forecasted population and areas of future development for the City and County, including department, to determined future levels of service should be coordinated with the water authorities and department for permitting purposes and fire protection purposes, and with the Lumpkin County Board of Education in their Five –Year Facilities Planning as required by the State BOE.
- Currently the Lumpkin County Service Delivery Strategy for coordinating local government services and related program is functioning adequately. As the City or County or both governments more forward with land development regulations the strategy will need to be amended. It is not anticipated that the other services identified within the SDS will need to be amend during next ten years.

**LUMPKIN COUNTY
COMPREHENSIVE PLAN**

INTERGOVERNMENTAL COORDINATION

ELEMENT	TYPE OF STATEMENT PRIORITY	DESCRIPTION	LUMPKIN COUNTY	DAHLONEGA
Intergovt. Coordination	Goal	Resolve all land and services conflicts as prescribed in the Service Delivery Strategy.	X	X
Intergovt. Coordination	Goal/Policy	Study and encourage improvements in federal government policy for local government reimbursement for loss of local property tax base.	X	
Intergovt. Coordination	Policy	Encourage all planning, development and growth within the county to be coordinated, and opportunity for county departments and agencies to be afforded comments and input on growth should occur.	X	X
Intergovt. Coordination	Goal	Update the Service Delivery Strategy as needed and as growth occurs. Ensure that the SDA is consistent with the Comprehensive Plan.	X	X
Intergovt. Coordination	Goal	Revise and update existing programs and ordinances that will further protect the public water supply.	X	X

Insert HB489 Sewer Map

Insert HB489 Water Map

IMPLEMENTATION ELEMENT

The purpose of this chapter is to reiterate strategies for the implementation of various goals, objectives, and policies established in the Comprehensive Plan. An implementation strategy is necessary to ensure that the Comprehensive Plan is used by community leaders as a guide to decision-making. Also, it is the intent of the 1989 Georgia Planning Act that plans can be implemented and used in the local, regional, and state planning process. As mentioned in the introduction (Chapter 1), it is the intent that this chapter can be separately copied as a "policy plan" component.

Minimum planning standards for local plans require the development of a Short Term Work Program, which consists of community programs and projects needed to meet the goals and objectives, public facilities necessary to meet the standard of living desired by the community for existing residents and the projected population five years into the future, and a general description of any land development regulations expected to be adopted or amended to help achieve the goals and objectives of the Comprehensive Plan in the next five years. The local planning standards also require that the Short Term Work program be revised every five years, with annual updates encouraged.

LEGAL STATUS OF THE COMPREHENSIVE PLAN

Adoption of the Comprehensive Plan carries with it no weight of law, and the governing body is under no legal obligation to implement the comprehensive plan. However, the plan represents a broad based consensus on needed programs and improvements in the future.

CONFLICT BETWEEN POLICIES AND MAPS.

In the event that one or more goals, objectives, strategies, and/or policies, or any portion of the text conflict with the Future Land Use Plan 2025 Maps or any other maps, the provisions of the text shall prevail. This is the case because the Future Land Use Plan 2025 Map, while substantially detailed, is not intended to dictate the exact use of each parcel in the community. Rigid application of this map is not expected because it is intended to be applied generally, and because there will undoubtedly be justifiable departures from the design of the plan

map. Implementation of the overall general policies is what is most important. However, substantial and/or successive departures from the plan map should result in an amendment to the plan text and map.

CONFLICT BETWEEN POLICY STATEMENTS

It is anticipated that instances will arise where certain goals and policies will conflict with other policy statements. For instance, the economic development strategy of promoting suitable job opportunities may conflict with the goal of preserving the rural character of the community. The goals, objectives, strategies and policies are all considered to be of equal value on their face. That is, such policy statements are not always ranked by order of importance in the plan. In cases of conflicts, the Planning Commissions and/or Governing Bodies must decide, as individual instances arise, which of the conflicting policies will prevail.

EXISTING AND PROPOSED LAND DEVELOPMENT REGULATIONS

Both Lumpkin County and Dahlonega have land use (zoning) regulations. The comprehensive plan finds that adoption of regulations are immediately necessary to ensure implementation of the Future Land Use Plan 2025 for the county. But the issue should be continuously studied to address needs ten twenty years from now. The comprehensive plan nor the county land use code should be static documents. The same is true for other county codes and ordinances that will assist in implementing the comprehensive plan, thus addressing the needs of the growing and diverse county population.

Subdivision regulations improvements have been recently made to address county concerns and problems. Sometime in the future the county will need to include comprehensive stormwater management guidelines for construction periods and after development to maintain consistent water quality.

Soil erosion control regulations are locally enforced in Lumpkin County by the County Inspector. The county has a local flood damage prevention regulations and participates in the National Flood Insurance Program.

As mentioned in the National Resources Element, the plan supports the adoption by Lumpkin County of local regulations implementing the Mountain Protection Plan, the Chestatee River Protected River Corridor Plan, county wetlands protection and the Yahoola Creek Reservoir Water Supply Watershed Protection Plan. The Georgia Department of Community Affairs and the Georgia DNR, Environmental Protection Division will at some time require the county to adopt minimum standards protecting these resources.

Finally, the plan supports the creation of a improved housing and building codes and enforcement for the county. The county has adopted the Southern Standard Building Code by reference, but may need to adopt higher standards as the county population grows. These code should be coordinated with concerns and requirement of the local public safety officials, including fire and EMS.

GOALS, POLICIES AND OBJECTIVES

Once the inventory of existing conditions and the assessment of current and future needs have been completed, minimum planning standards require the development and articulation of immediate and long term goals, policies and objectives. These goals are based on the needs identified and provide guidance on how the community will address and attain them during the planning period.

At the end of each element is a comprehensive listing of recommended goals, policies, and objectives. By consolidating all goal/policy statements at the end of each chapter, it is intended that a policy component can be extracted and consulted by interested individuals, without the need to review statistical details of the plan text.

SHORT TERM WORK PROGRAM (STWP)

The Short Term Work Program (STWP) is the implementation part of the comprehensive plan that list specific actions and objectives to be undertaken annually by each local government over the upcoming five years to implement the approved comprehensive plan. Each item in the STWP refers to an element within the plan to justify the action; provides a description of the action to be taken; information on estimate costs; item responsibility; and, possible technical assistance and funding sources for the item.

A Short Term Work Program has been developed Lumpkin County. The county government is responsible for implementing its own STWP. At the end of the five years the county is required to prepare a Report of Accomplishments reporting on the items it the STWP. And, Lumpkin County must prepare a new STWP for the next five years to continue implementing the comprehensive plan goals and policies.

The following are updated plan goals, objectives and strategies to achieve the guiding principles throughout this plan. These Goals will be incorporated into the County's 10th year update and utilized during the creation of the STWP and other implementation strategies.

Economic Development Goal ... maintain a growing and balanced economy, consistent with local resources.

- Develop strategies to encourage existing quality commercial and industrial businesses to remain in Lumpkin County; and strive to create opportunities for tourism through promotion of historic and natural resources.
- Develop regulations for business growth within the County for the tourism, hospitality, retail and restaurant industry.
- Organize and empower a taskforce to investigate available State funds for business and industry incubation and development.
- Institute a high standard of aesthetics in the tourism-oriented areas.
- Ensure that non-residential site development blends with the existing landscape with regard to the rural character of the County.
- Strive to develop a superior educational and job-training environment.

Strategies that will address these needs include...

Commercial Strategies...

- Continue to coordinate with, and support the Lumpkin County Chamber of Commerce in the retention of existing businesses and the attraction of new businesses.
- Streamline and coordinate processes for business licenses, building applications, permits, plan review for existing and new buildings, and other required procedures.
- Estimate the future needs of the commercial sectors; broken down between neighborhood, community, regional and tourism sub sectors. Identify and designate sufficient area for commercial uses on a Future Land Use Map.
- Create appropriate retail and commercial opportunities, which are compatible with established neighborhoods and planned residential development, and that do not impede the flow of traffic or require the County to make significant roadway improvements.
- Establish up to date reasonable and responsive performance standards for commercial sites and structures to provide for flexible uses. These should include adequate parking, loading, signage, setbacks and buffers, traffic access and site circulation, and safety provisions, while ensuring a balance and harmony between commercial areas and residential areas.
- Require quality architectural and site design with the use of attractive and durable finishing materials, landscaping, and infrastructure elements.
- Continue to work with the City of Dahlonega to enhance their main street pedestrian-oriented environment through attraction of new business to the area, particularly specialty shops, and the encouragement of existing businesses to continue to operate in the downtown.

Industrial Strategies...

- Identify what constitutes quality industrial development, utilizing potential tax revenues, service expenditures, quality of worker, environmental effects of industries, and other factors as indicators prior to approval of industrial uses.
- Consider the development of a quality growth district or other specialized criteria for rural areas that emphasizes the maintenance of the existing rural character.
- Identify and plan infrastructure to meet the needs of industrial properties.

Other Strategies...

- Establish an education roundtable to discuss ways to maintain and improve the quality of the public education system and to encourage greater participation at the college level.
- Encourage the development of a local apprenticeship program, which provides technical, mechanical, and crafts experience to local children.
- Maintain and enhance measures to combat litter and maintain physical integrity of structures in surrounding areas.

c. Natural, Historic and Scenic Resources Goal ... protect and nurture the natural and historic environment of the County.

- Preserve the qualities of the natural environment which give Lumpkin County its character, and preserve those areas which have important recreational, scenic, historic, archaeological, educational, prime agricultural, and aesthetic values; including permanent public open space, green space, and natural areas in all areas of the County.
- Encourage development patterns and land use that enables the County to protect and preserve sensitive areas.
- Work toward limiting soil erosion from agricultural operations, commercial and residential development sites, and other point and non-point erosion prone activities.
- Protect water quality including those sources used for drinking water, recreational activities, and other water bodies, such as non-watershed rivers, streams and creeks by meeting or exceeding minimum state standards for water supply watersheds and groundwater recharge areas.
- Protect and preserve viable agricultural lands, wetlands, steep slopes and ridgelines, and other environmentally sensitive areas from incompatible activities and development, protection of mature trees during the development process and other land disturbance activities.
- Protect and preserve the integrity of historic and archaeological resources found throughout Lumpkin County, to ensure they are not removed from the County without permission.

Natural Resources Strategies...

- Establish an Advisory Committee at the government level to assure the preservation of the environment is coordinated with growth.
 - ③ Develop policies and procedures for the protection of flora and fauna and their habitat.
 - ③ Identify key vistas, views and sites containing unique natural beauty and develop policies to protect them.
 - ③ Identify and acquire land with the intent of developing public parks or preserves.
 - ③ Ensure the protection of strategic areas through donations to organizations such as the Nature Conservancy with the objective of creating natural refuges, reserves or nature centers.
- Develop a Future Land Use Map, concentrating development in specific areas of the County and limit development in environmentally sensitive areas.
- Enact ordinances for tree protection, signage, landscaping, trail connections, buffer areas between development and sensitive land uses, a greenway system plan, and open space requirements.
- Establish environmental education programs for youth at the school level, the general public and development interests.
- Establish land use regulations and development standards related to development and storm water management, waste disposal within watersheds, aquifers, groundwater recharge areas, and open space zones to ensure compliance with DNR rules.

- Work with applicable organizations to monitor activities, which could affect the quality of the water supply through enforcement activities and other mechanisms.
- Protect, preserve and regulate flood prone and wetland areas from unsuitable development or development that is detrimental to these areas.
- Assist farmers in implementing Best Management Practices.

Historic Resources Strategies...

- Identify opportunities for adaptive re-use of historic resources.
- Encourage and promote educational efforts designed to enlighten the public concerning the value and importance of local historic and archaeological resources.
- Continue to monitor and update the comprehensive survey of historic resources from which preservation plans, preservation ordinances, historic districts, landmarks and National Register nominations can be made.
- Encourage the eventual inclusion of all eligible historic buildings, structures, and districts for nomination as a local, state or national historic structure, or site on the National and Georgia Register of Historic Places.
 - ③ Target nomination of at least two historic resources per year to the National Register of Historic Places.

Agricultural Protection Strategies

- Effect protective mechanisms and design performance standards for agricultural lands, such as voluntary covenants, Purchase of Development Rights, Transfer of Development Rights, Agricultural or large lot zoning, and utility extension policies that preserve agricultural lands.
- Minimize land subdivision and development within fertile riverine bottomlands and other areas containing prime agricultural soils.
- Develop guidelines to minimize incompatible uses between residential and agricultural development.

d. Public Facilities and Services Goal ... provide the best possible public facilities and services for the citizens and businesses within the County.

- Ensure the provision of high quality public facilities to serve County residents and businesses, sufficient for current and future use, establish criteria to ensure that privately supplied or developed community facilities are adequately designed and constructed and that all facilities are adequately maintained.
- Ensure that each citizen of Lumpkin County has the opportunity for quality health care.
- Ensure the adequate provision of water and wastewater services through development and maintenance of facilities and land use planning.
- Ensure the efficient and effective collection of solid waste and recyclable/combustible materials in the County.
- Ensure that a variety of passive and active park, open space and recreational facilities and opportunities are available and accessible to all existing and future residents of the County.
- Provide fire protection, which enables an optimum degree of security against fire losses in all areas of the community.
- Minimize crimes to persons and property.
- Encourage an educational system that achieves a higher standard of learning and meets current and future population needs.

Public Facility Strategies...

- Ensure the rational and responsive expansion, improvement, development and outfitting of public service facilities according to need, current and future population, land use and suitability, user safety and comfort, public accessibility, community objectives, and optimum use of public funds.
- Ensure that infrastructure keeps pace with new development. Develop a 20 year Facilities Capital Improvement Plan and program tied to the County's Comprehensive Plan, to be updated every 5 years.
 - ③ Program public services and facilities in development areas as outlined on the Future Land Use map.
 - ③ Adopt public service and facility standards to ensure new development will only be approved when the facilities to serve it will concurrently be available.
 - ③ Conduct a needs assessment to determine which public services do not currently meet local needs, may be eliminated or modified, and identify the potential implementation of public services that are in demand locally but, are not currently provided.
 - ③ Require all construction, expansion, and alterations to public facilities comply with or exceed all local, state, and federal standards, including the Americans with Disabilities Act.
- Program adequate operation and maintenance costs prior to expansion of all community facilities and services.
- Develop a long-term maintenance plan for community facilities.

Solid Waste Strategies...

- Implement an on-going monitoring of the amount and composition of the solid waste generated within the County in order to have sound information upon which to base solid waste management decisions and to determine if state-wide and local goals have been met through the waste composition database.
- Utilize the 20 Year Capital Improvements Plan as a mechanism to:
 - ③ Ensure solid waste treatment and disposal requirements serving Lumpkin County meet regulatory requirements and are in place when needed to support and facilitate effective solid waste handling programs today and for a 10-year period.
 - ③ Ensure proposed solid waste handling facilities are sited in areas suitable for such developments, are compatible with surrounding land uses, and are not considered for location in areas which have been identified as having environmental or other land use limitations.
- Emphasize education and public relations activities to increase awareness of current programs to reduce the solid waste stream, including source reduction; composting, recycling and personal waste reduction programs, as well as, the implications of non-compliance.

Water Provision Strategies...

- Review the potential for development of public water and sewer service for the unincorporated areas of the county.
- Investigate the possibility of contracting with Dahlonega to expand water and sewer service into the unincorporated areas of the County.
- Encourage the expansion of water and sewer only in areas planned for more intense development in order to discourage intrusion into rural areas.

Public Safety Strategies...

- Maintain adequate jail/detention facility space that meets applicable state/federal standards.
- Maintain and upgrade the 911 system countywide.
- Evaluate capabilities of fire fighting equipment and improve/upgrade equipment where appropriate, consistent with local resources.

- Require development to meet all applicable building and fire prevention codes.

Hospitals and Other Public Health Facility Strategies...

- Continue to work with the Lumpkin County Board of Health to develop and expand programming to meet the needs of the County's citizens.
- Monitor demographic trends to ensure adequate health facilities are in place to meet the needs of an increasing mature population.

Recreation and Open Space Strategies...

- Secure adequate future sites for passive and active recreational activities by identifying sites possessing the foremost combinations of natural features, size, and location, suited for the type of experience to be provided.
- Update current facilities or develop new facilities as needed, in order to meet current shortfall in demand, such as tennis courts, soccer fields, ball fields, and equestrian facilities, as part of the overall recreational facilities planning process.
 - ③ As part of the overall recreational facility planning process, provide adequate site areas and facilities for both active and passive recreational opportunities, centrally located in relation to existing and planned residential areas, serving all residents within a targeted travel time.
 - ③ Consider the distribution of current and future population when planning for new park facilities and enhancing existing facilities.
 - ③ Target the development of additional opportunities for passive and natural activities, and facilities such as rest areas, campgrounds, lookout points, and interpretive areas.
- Encourage developers to reserve open space within or adjacent to proposed development sites.
- Seek to jointly use public school properties for community recreational programs and activities when not in use by the public school system.

Cultural and Library Strategies...

- Maintain library capacity to meet and exceed the current user population.

Educational Strategies...

- Support/cooperate with the Board of Education to provide a public school system that enables all students to realize their highest potentials as individuals and members of society, by maintaining facilities that are not operating at over-capacity conditions in pace with enrollment.
 - ③ Develop a clear coordination process between the County and the Board of Education in order to maximize opportunities in the selection of future school sites and the expansion of existing sites.
 - ③ Encourage early land reservation by the County and Board of Education to minimize future land costs and obtain best sites.
- Continue to promote local opportunities for human resource development and employee training.
- Provide adult literacy programs and enhance education of adults.

e. Transportation Goal ... provide a transportation system that keeps pace with growth and allows for mobility options.

- Actively plan for improvements to the local transportation system, which must be accomplished in a regional, collaborative context involving other regional cities and counties.
- Maintain and increase transportation infrastructure capacity, accessibility, efficiency and mobility, in the context of existing land uses, proposed land planning and development, and user needs.

- Promote the use of an alternative transportation systems suited for rural areas.

Strategies that will address these needs include...

- Continue to administer the program to pave County roads on the basis of need, availability of right-of-way, and soil conditions.
- Continue annual road improvements with funds from the Georgia Department of Transportation's Local Assistance Road Program (LARP), based on a prioritized schedule of needed road improvements.
- Coordinate land use planning with transportation planning to ensure adequate capacity, level of service, compatibility, and safety.
 - ③ Develop and update the future land use plan, with consideration of the interrelationship between land use and transportation planning.
 - ③ Require acceptance of a road into the County road system occur only if that road's construction standards meet County road requirements. Identify roads that need to be upgraded to County standards.
 - ③ Plan and budget for acquiring road right-of-way on an annual basis in a manner consistent with programmed projects, as well as, those intersections and streets needing improvement to accommodate continued growth.
 - ③ Provide adequate circulation infrastructure in commercial and industrial areas to foster the efficient movement of goods and services, to allow access to and from commercial areas by users, and including bicycle and pedestrian movement.
- Pursue and foster the success of additional modes of transportation.
 - ③ Address the special transportation needs of those populations, who may be more transit dependent including the elderly, handicapped and economically disadvantaged, by providing them with convenient and safe transportation options.
 - ③ Integrate and accommodate pedestrians into the planning, design and construction elements of the transportation system. Improve pedestrian safety with a program of sidewalks, signage, markings and signals in congested areas.

f. Housing Goal ... ensure that all residents of the community have access to adequate and affordable housing.

- Promote and encourage residential densities and designs ensuring varied living areas and housing types.
- Use infrastructure as a tool to guide new residential locations.
- Assure that people who work in Lumpkin County have the opportunity to live in Lumpkin County.

Strategies that will address these needs include...

- Encourage the development of "starter" housing with affordable mortgage payments.
- Add limited higher density housing to increase the affordable housing stock.
- Utilize federal and state grant money and technical assistance programs, to the extent possible, to serve local housing needs.
- Encourage developers to utilize federal and state grant and assistance funds, with technical assistance programs to the extent possible, to serve local housing needs.
- Preserve existing neighborhoods as a source of affordable housing through maintenance and rehabilitation programs.
- Assess the need of providing additional affordable housing.

g. Land Use Goal ... manage growth and development based on physical, social, and economic needs, environmental considerations, and the ability of the tax base and public facilities and services to support such growth and development.

- Ensure future land use and development decisions are consistent with long-range planning goals and policies, and that such decisions promote social and economic well-being.
- Promote well-designed and planned development that will preserve open space and environmentally critical areas where feasible.
- Develop a land use plan that minimizes land use incompatibilities.
- Promote the low-density rural character of outlying remote areas in the County, consistent with other development goals and objectives.
- Implement a land use plan that articulates a physical policy for a compact urban area to minimize environmental impacts, assure the availability of utilities concurrent with development, and minimize public service costs.
- Coordinate development with the provision of public services and facilities.

Strategies that will address these needs include...

- Promote subdivisions that foster a sense of community and foster pedestrian mobility, the natural environment, community recreation, and public open space.
- Use infrastructure as a tool to guide development into locations where the land is most cost effectively serviced (i.e., accessible to police, fire, sewer and the urban road network), with protection for the integrity of established neighborhoods.
 - ③ Adopt public service and facility standards that ensure new development will only be approved when the facilities to serve it will be concurrently available.
 - ③ Implement a system of interrelated land use and capital improvements planning.
 - ③ Monitor development's impact on existing or future infrastructure capacities.
- Provide suitable areas for continuation and expansion of low-density rural mixtures of site-built dwellings and manufactured homes with non-intensive agricultural uses.
- Revise the subdivision review program, or develop performance standards, so that each subdivision fronts on a public or private street with suitable access, width, all weather surfacing and drainage, rather than fronting and deriving access on a major thoroughfare.
- Ensure suitable land is available for the projected acres of future residential, commercial and industrial development.
- Through the Future Land Use Plan, conserve those areas with soils and other characteristics that are most suitable for prime agricultural land through designation as agricultural or very low density residential.
- Designate on the Future Land Use Plan preferred locations for non-residential development that limit encroachment and impacts on residential areas.
 - ③ Encourage nodal development in order to avoid commercial sprawl. Retail areas should be well defined to avoid "retail creep" beyond designated commercial areas.
 - ③ Promote regional and community commercial development at locations near intersections of existing or planned major thoroughfares designated for commercial uses.
 - ③ Establish the location for industrial uses within industrially designated areas and planned industrial parks.
 - ③ Establish standards requiring buffers between non-residential and residential uses when adjacent to one another.

- Develop design plans for major entranceways into the County to serve as a guide for future development.
- Integrate existing cottage industries in a way that does not negatively impact surrounding residential uses. Lumpkin County's greatest strength is its proactive and concerned residents.

**LUMPKIN COUNTY
REPORT OF ACCOMPLISHMENTS
1999-2003**

PLAN ELEMENT	DESCRIPTION	ITEM ACCOMPLISHED	CURRENTLY UNDERTAKEN	PROJECT POSTPONED	NO LONGER COUNTY PROJECT	EXPLANATION OF PROJECT STATUS
Community Facilities	Paving of all County roads (as they are scheduled)		X			An ongoing process
Community Facilities	Bring County roads up to standards/ROW, lining, paving/widening as scheduled	X				
Community Facilities	Infrastructure of County water & sewer	X				
Community Facilities	Detention Center	X				
Community Facilities	Mental Health Center	X				
Community Facilities	Locate/manage new Landfill				X	County now has transfer station.
Natural Resources	Adopt environmental land use regulations to protect water supply/watershed to protected river standards					
Natural Resources	Handle Landfill leaching	X				
Community Facilities	Construct water supply reservoir	X				
Historic Resources	Encourage nomination of one historic resource to NRHP				X	It was determined that a survey is needed first.
Housing	Invite an area nonprofit to explore possibilities in the County (ex: Housing Opportunity, Inc.)				X	Managed by the private market and lending institutions.
Natural Resources	Consider adoption of the model flood hazard prevention ordinance of FEMA	X				
Land Use	Adopt Land Use or Zoning Regulations	X				
Land Use	Prepare a comprehensive revision of subdivision regulations	X				
Land Use	Assess adequacy of existing land development regulations and codify into one set of regulations	X				
Community Facilities	Upgrade equipment and communications in Sheriff's Dept.	X				
Community Facilities	Update EMS and Fire Prevention equipment	X				
Community Facilities	Construct new Park & Rec. Facilities	X				Park constructed , planning additional phases.
Housing	Continue to provide favorable comments and letters of support for private sector initiatives	X				
Economic Dev.	Develop strategic plan for overall economic dev.	X				

Housing	Continue to review county policies to minimize negative impact on housing affordability	X				
Housing	Assess local support for a countywide housing program				X	Managed by the private market and lending institutions.
Economic Dev.	Provide water and sewer services at the new industrial park	X				
Housing	Authorize the Dahunega Housing Authority to operate in unincorporated areas				X	Housing Authority does not plan to expand.
Community Facilities	Expansion of fire prevention/ 3 manned, equipped fire stations	X				

ITEM NUMBER FROM STWP	ITEM ACCOMPLISHED	CURRENTLY UNDERTAKEN	PROJECT POSTPONED	NO LONGER COUNTY PROJECT	EXPLANATION OF PROJECT STATUS
1	X				Adopted Southern Building Code and CABO Codes October 1, 1996
2		X			Ongoing Process
3	X				Currently reestablishing HUD Program-then ongoing process
4		X			Ongoing Process – Assessed yearly, added to new STWP
5		X			Yearly Process
6		X			Development Authority – Ongoing Process
7		X			Ongoing Process
8		X			Development Authority current project
9		X			County has purchased wells and meters/current project
10				X	New Commissioner decided this was not a priority at this time
11		X			County will encourage nomination of at least one resource to NRHP
12		X			Currently undertaken & project continued in new STWP, will be adopted by June 30, 2000.
13				X	At this time the County will not accept FEMA model
14	X				Subdivision Regulations were updated Nov., 1997 – County will continue to upgrade as needed
15		X			Proposed Land Use Regulations will be voted on in Countywide election June, 1999
16	X				Land purchased for new facilities-upgrades in equipment will be as needed
17	X				Land purchased for 3 County fire stations-equipment will be upgraded as needed
18	X				Purchased both 1998
19	X				Purchased 1998
20	X				Updated Plan 1998 – purchased property for new playing fields 1999-plans drawn/on file
21	X				1998
22		X			February, 1999
23		X			Currently joint County/City project
24	X				1998-Land purchased, construction to start 1999
25	X				1995-1997
26		X			Head Start finished 1997-1998, house donated to DFCS/Family Violence 1999
27		X			1998-land purchased, currently surveying

**COMP PLAN SHORT-TERM WORK PROGRAM
2005 - 2009**

PLAN ELEMENT	DESCRIPTION	2005	2006	2007	2008	2009	ESTIMATED COST; DEPT. RESPONSIBLE
Community Facilities	Replacement of patrol vehicles. Four per year.	X	X	X	X	X	\$20,000/Vehicle; Sheriff Department
Community Facilities	EMS – Update E911 mapping.		X	X			\$10,000; EMS and Planning
Community Facilities	EMS Ambulance replacement – two new vehicles.		X				\$280,000; EMS
Community Facilities	Construct new fire station at GA 400 and Chesterra Road.	X	X				\$800,000; Fire Department
Community Facilities	Solid Waste; Construct a new recycling center at Red Oak Flats.	X					\$350,000; Administration
Community Facilities	Purchase Fire Engine, pumper truck	X					\$240,000; Fire Department
Community Facilities	Purchase Recycling Truck	X					\$16,000; Administration
Community Facilities	Construct new county shop		X	X			\$500,000; Public Works
Community Facilities	Develop Yahoola Creek Park Complex	X	X	X	X	X	\$1.5 million; Park and Recreation
Community Facilities	Park improvements reservoir area; Joint with City.	X	X	X	X	X	\$50,000; Park and Recreation

**COMP PLAN SHORT TERM WORK PROGRAM
2005 – 2009**

PLAN ELEMENT	DESCRIPTION	2005	2006	2007	2008	2009	ESTIMATED COST; DEPT. RESPONSIBLE
Community Facilities	Water Master Plan Implementation	X	X	X	X	X	Costs Vary; Water and Sewer Authority
Community Facilities	Sewer Improvements at GA 400 and SR 60. Lines and pump station.	X	X	X			\$300,000; Water and Sewer Authority
Community Facilities	DOT LARP; 6.5 to 9 miles per year.	X	X	X	X	X	Cost vary on mileage; Road Dept
Community Facilities	Pave seven additional mile of county roads annually.	X	X	X	X	X	\$250,000/yr; Public Works, Road Dept
Community Facilities	Bridge Replacement	X					\$270,000
Community Facilities	Bicycle and pedestrian trail from Yahoola Creek Park to reservoir. Include in regional plan.	X	X	X	X	X	Cost to be determined; Park and Recreation
Land Use	Update Sign Regulation	X	X				No Cost; Planning Department
Land Use	Develop landscape regulations.	X	X				No Costs; Planning Department
Natural Resources	Develop and Watershed Management Plan for reservoir.				X	X	No Costs; Planning Department
Community Facilities	Locate and construct new library.				X	X	\$2 million; Library Board
Community Facilities	Study Courthouse and Administrative facility space needs.	X	X				Cost to be determined
Economic Development	Encourage additional commercial and restaurant development in the 400 corridor.	X	X	X	X	X	Private investment funding; Chamber

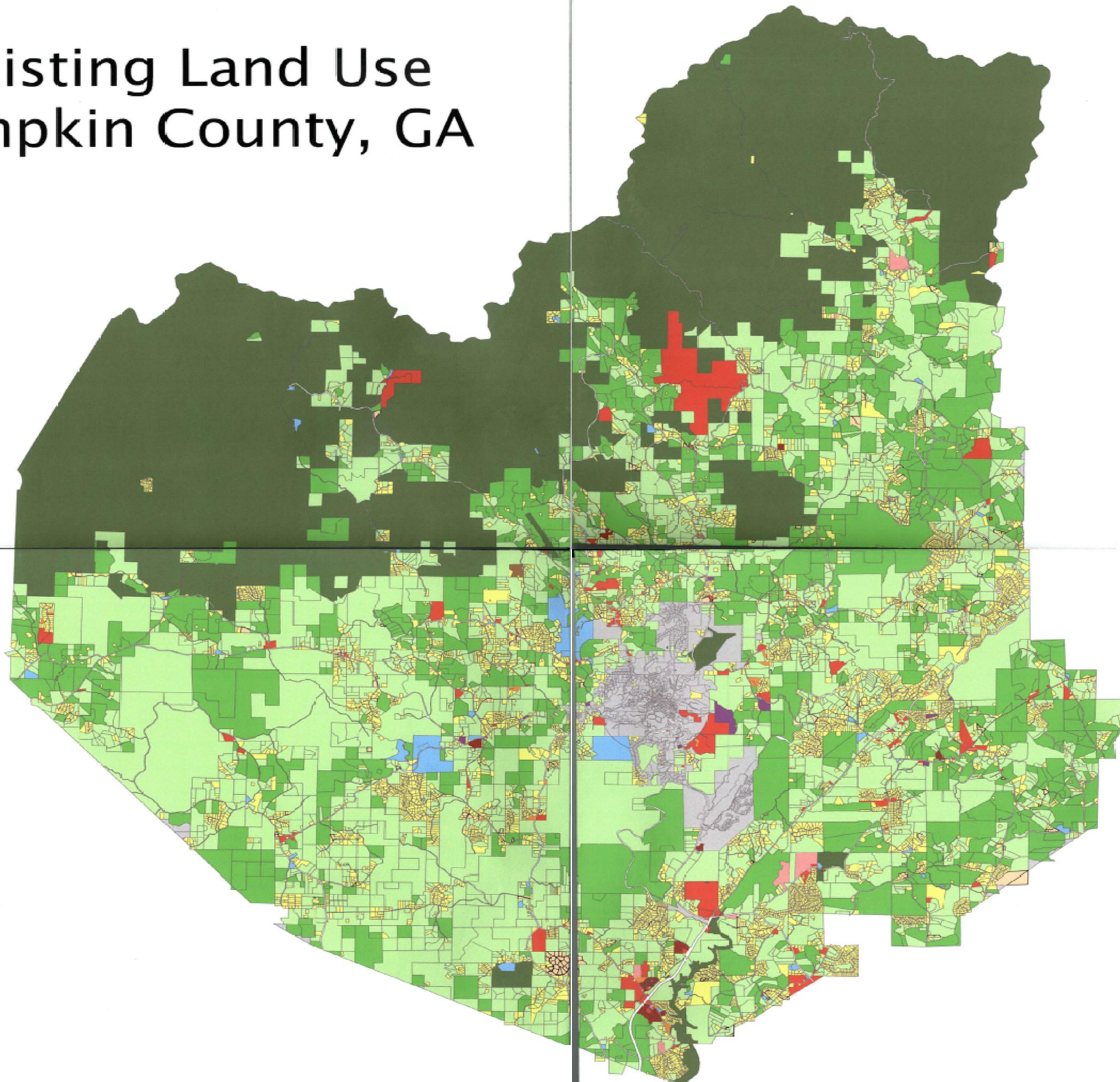
**COMP PLAN SHORT TERM WORK PROGRAM
2005 – 2009**

PLAN ELEMENT	DESCRIPTION	2005	2006	2007	2008	2009	ESTIMATED COST; DEPT. RESPONSIBLE
Economic Development	Work with Dahlonega to continue as the economic center for the county, and downtown as the tourism center.	X	X	X	X	X	No costs; Chamber
Economic Development	Develop a master plan of short-term and long term infrastructure improvement, specifically for water, sewer and roads.			X	X		\$50,000; Water and Sewer Authority, Road Dept.
Economic Development	Work with surrounding jurisdictions to develop regional efforts to identify and recruit business and industry to Lumpkin County and surrounding community	X	X	X	X	X	No costs; Administration, Chamber
Economic Development	Encourage a job base that allows the greatest level of employment for citizens.	X	X	X	X	X	No costs; Chamber
Housing	Encourage a variety of housing options for a growing population, including affordable housing.	X	X	X	X	X	No costs; Planning Department, Admin.
Housing	Provide housing education opportunities for all citizens in Lumpkin County		X	X	X		\$1,000/yr. Planning Department, Admin
Housing	Allow for affordable housing by using creative technology incentive programs that allow for the accomplishment of said housing.			X	X	X	No Costs; Planning Department, Admin
Population/ Service Delivery	Study and evaluate the growing and diverse population, accentuated by ever changing population groups, to assist in formulation of policy in the delivery of county services, and create efficiency in delivery of services.			X	X		\$25,000; Administration

**COMP PLAN SHORT TERM WORK PROGRAM
2005 – 2009**

PLAN ELEMENT	DESCRIPTION	2005	2006	2007	2008	2009	ESTIMATED COST; DEPT. RESPONSIBLE
Population	Develop a program that will encourage volunteerism in Lumpkin County.		X	X			No costs; Administration
Population/Community Facilities	Encourage the establishment of a regional post-secondary technical education facility in Lumpkin County, that would support non-traditional scheduling/night school.			X	X	X	No costs; Administration, Chamber
Historic	Conduct a Historic resources survey county wide, including a cemetery survey.		X	X			\$20,000. Administration
Historic	Establish a Lumpkin County Historic Society.		X	X			No costs.
Historic	Encourage the development of a heritage tourism program, including tourism trails.			X	X		No costs; Chamber
Natural Resources	Work with Dahlonega on the development of water resources from the Yahoola Creek Reservoir, including providing funds where necessary.	X	X	X	X	X	Cost yet to be determined. Administration.
Natural Resources	Identify all sources of water in Lumpkin County to possibly consider a well and tank system.		X	X			No costs; Water and Sewer Authority.
Community Facilities	Develop a Master Recreation Plan		X	X			\$20,000; Park and Recreation
Community Facilities	Move some general administration offices into the old library space					X	Cost to be determined
Community Facilities	Study and develop a county wide emergency response and alarm system.		X	X	X	X	Cost to be determined; EMA Director

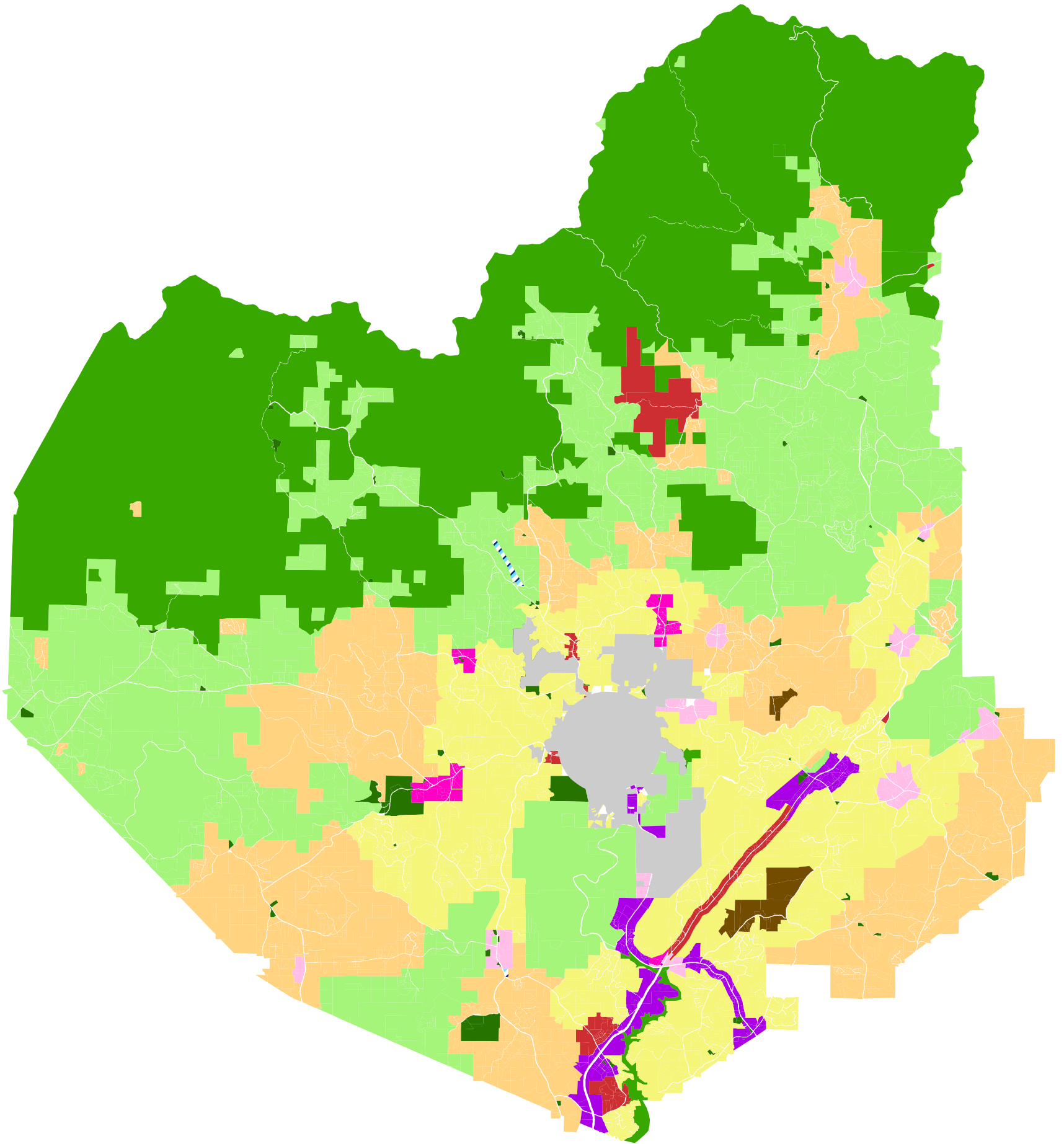
Existing Land Use Lumpkin County, GA



Existing Land Use

- SF Residential
- SF Residential (5 to 25 ac tracts)
- SF Residential (>25 ac tracts)
- Townhouse
- Multi-Family
- Agricultural
- Agriculture/Timber
- Office
- Commercial
- Industrial
- Public/Institutional
- Public/Institutional (public property)
- Parks/Recreation
- TCU
- Exempt (other than pub./inst.)

Information derived from
the 2001 Lumpkin County Tax Digest.



FUTURE LAND USE MAP FOR LUMPKIN COUNTY, GEORGIA

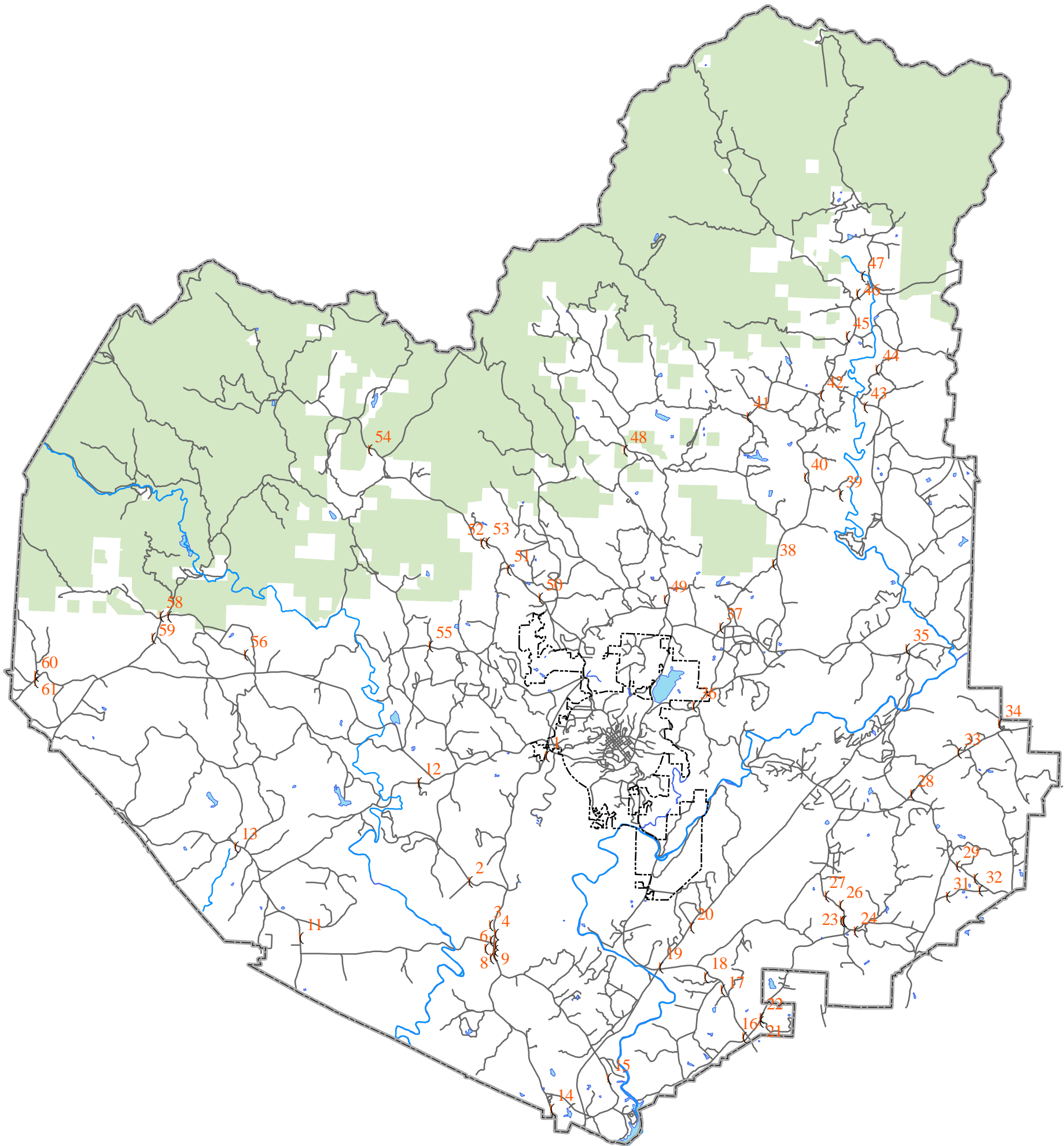
DATA PROVIDED BY ROSS AND ASSOCIATES



4

Legend			
	Dahlonega City Limits		Recreation/Open Space/Conservation
	Community Village Center		Rural Places
	Gateway Corridor		Transportation/Communication/Utilities
	Intensive Industrial		Neighborhood Village Center
	Residential Growth Areas		Public/Institutional
	Agricultural Preservation		Residential Growth Areas
	Commerce Corridor		

LUMPKIN COUNTY, GEORGIA HISTORIC RESOURCES

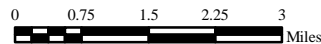


LEGEND

- HISTORIC RESOURCES
- ROADS
- RIVERS
- WATER BODIES
- NATIONAL FOREST
- CITY OF DAHLONEGA
- LUMPKIN COUNTY








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LUMPKIN COUNTY, GEORGIA FLOODPLAINS

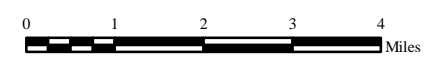


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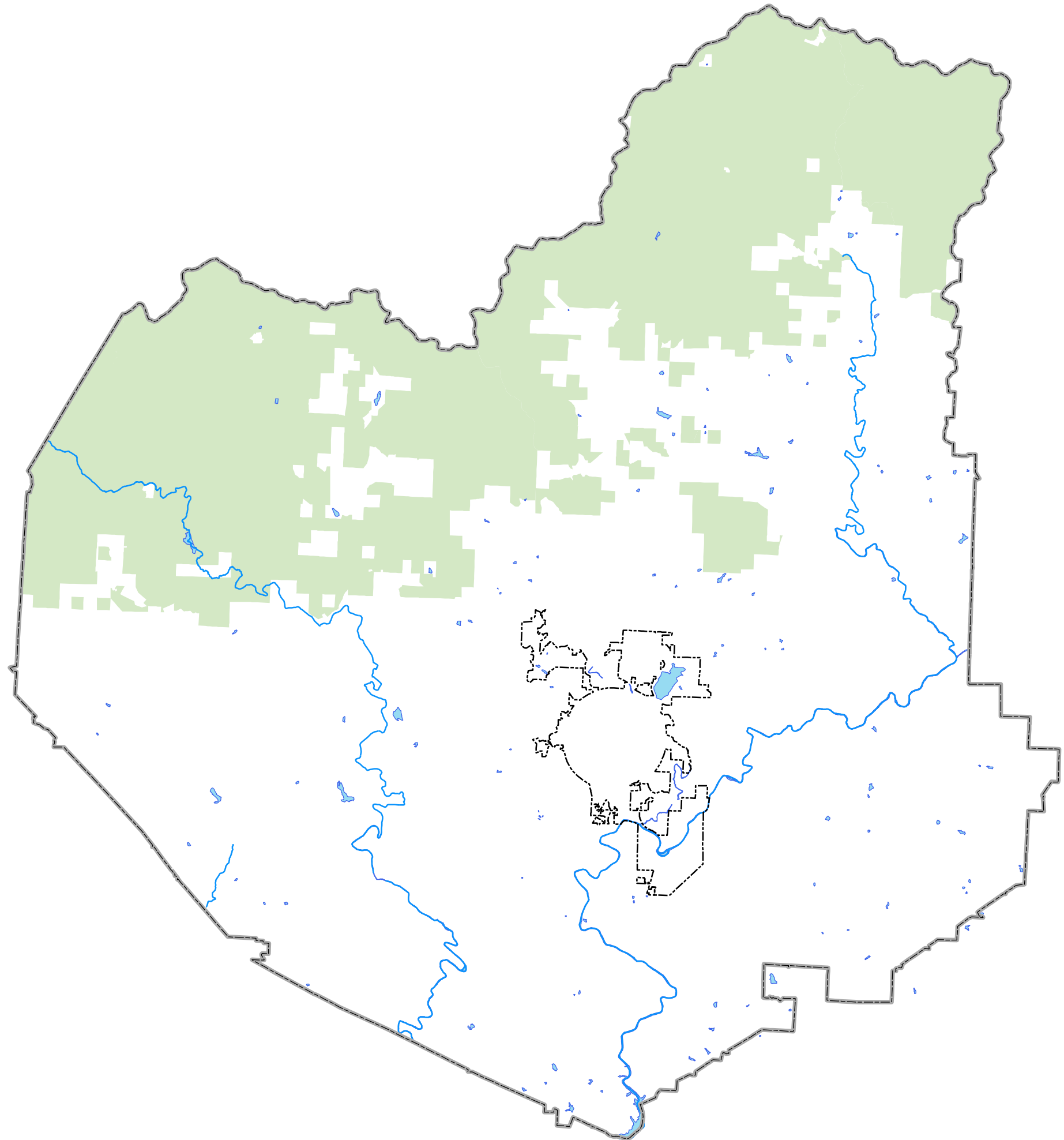
-  NATIONAL FOREST
-  CITY OF DAHLONEGA
-  LUMPKIN COUNTY
-  MAJOR RIVER
-  FLOODPLAINS








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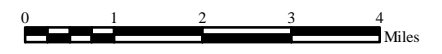
LUMPKIN COUNTY, GEORGIA MAJOR RIVERS



LEGEND

-  RIVERS
-  WATER BODIES
-  NATIONAL FOREST
-  CITY OF DAHLONEGA
-  LUMPKIN COUNTY


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LUMPKIN COUNTY, GEORGIA PLANT AND ANIMAL HABITAT

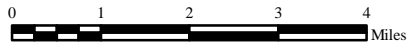


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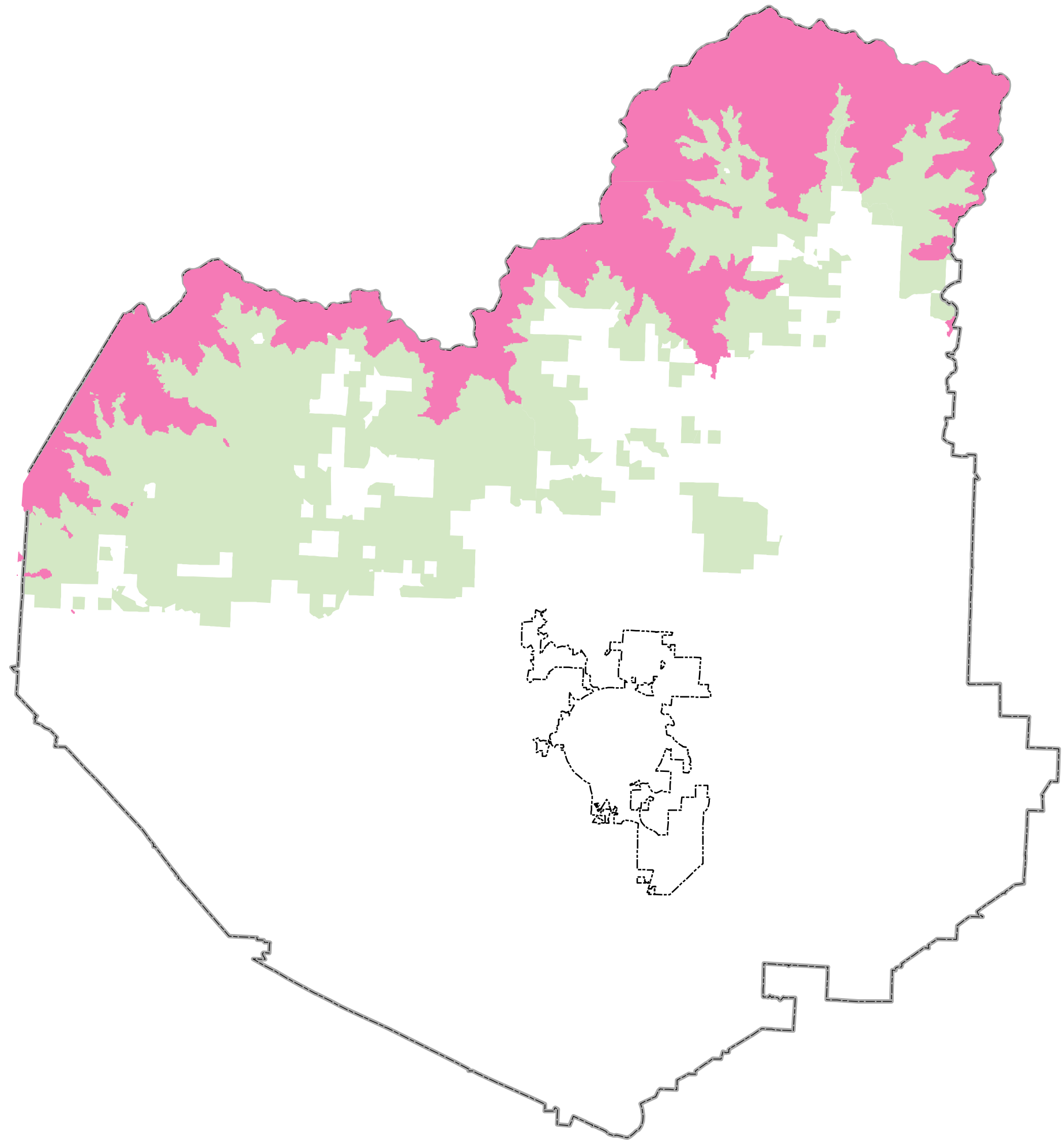
-  CITY OF DAHLONEGA
-  LUMPKIN COUNTY







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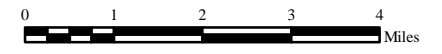
LUMPKIN COUNTY, GEORGIA PROTECTED MOUNTAINS



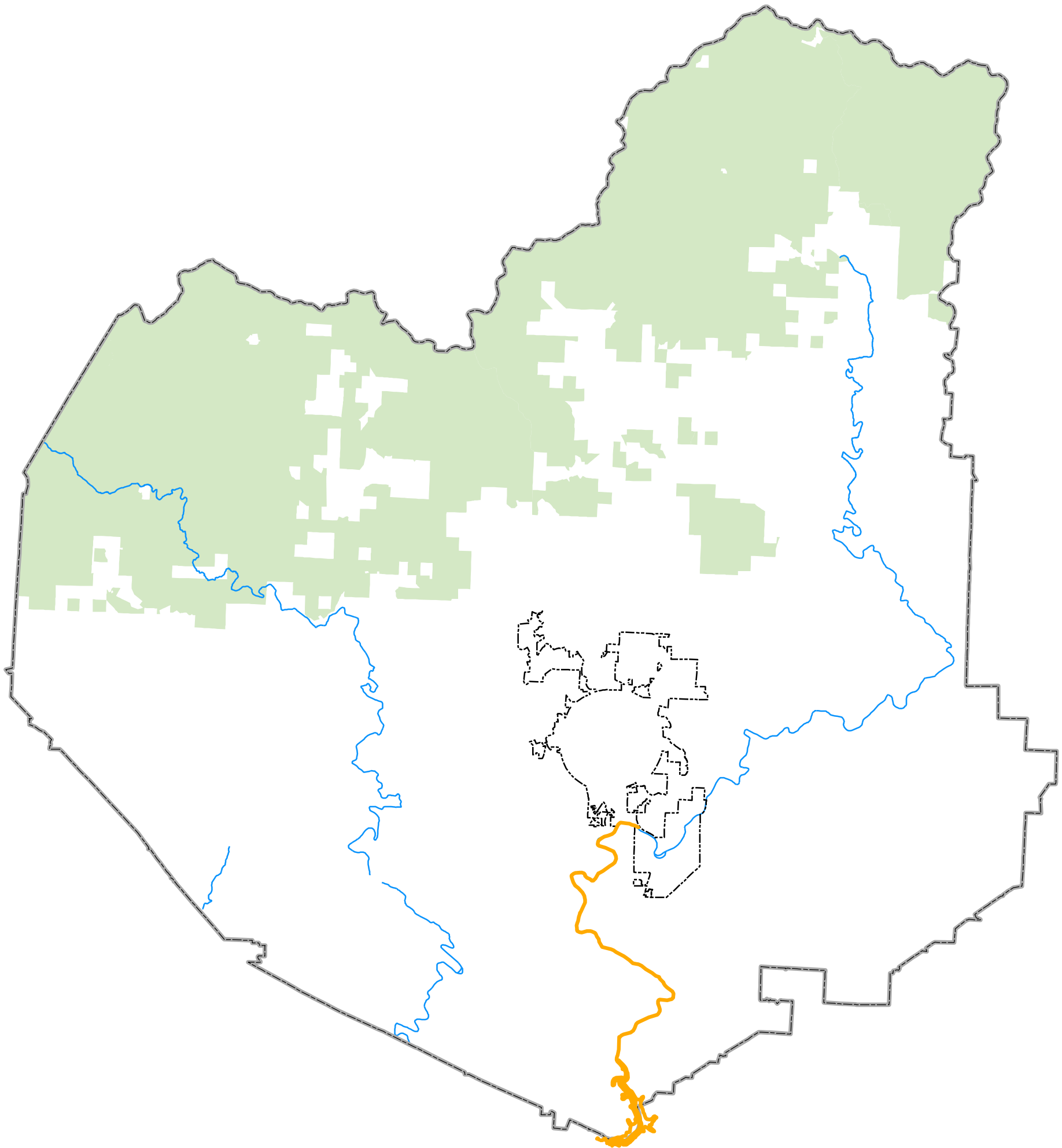
LEGEND

-  NATIONAL FOREST
-  CITY OF DAHLONEGA
-  LUMPKIN COUNTY
-  PROTECTED MOUNTAINS






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LUMPKIN COUNTY, GEORGIA PROTECTED RIVERS

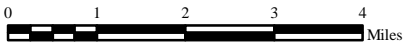


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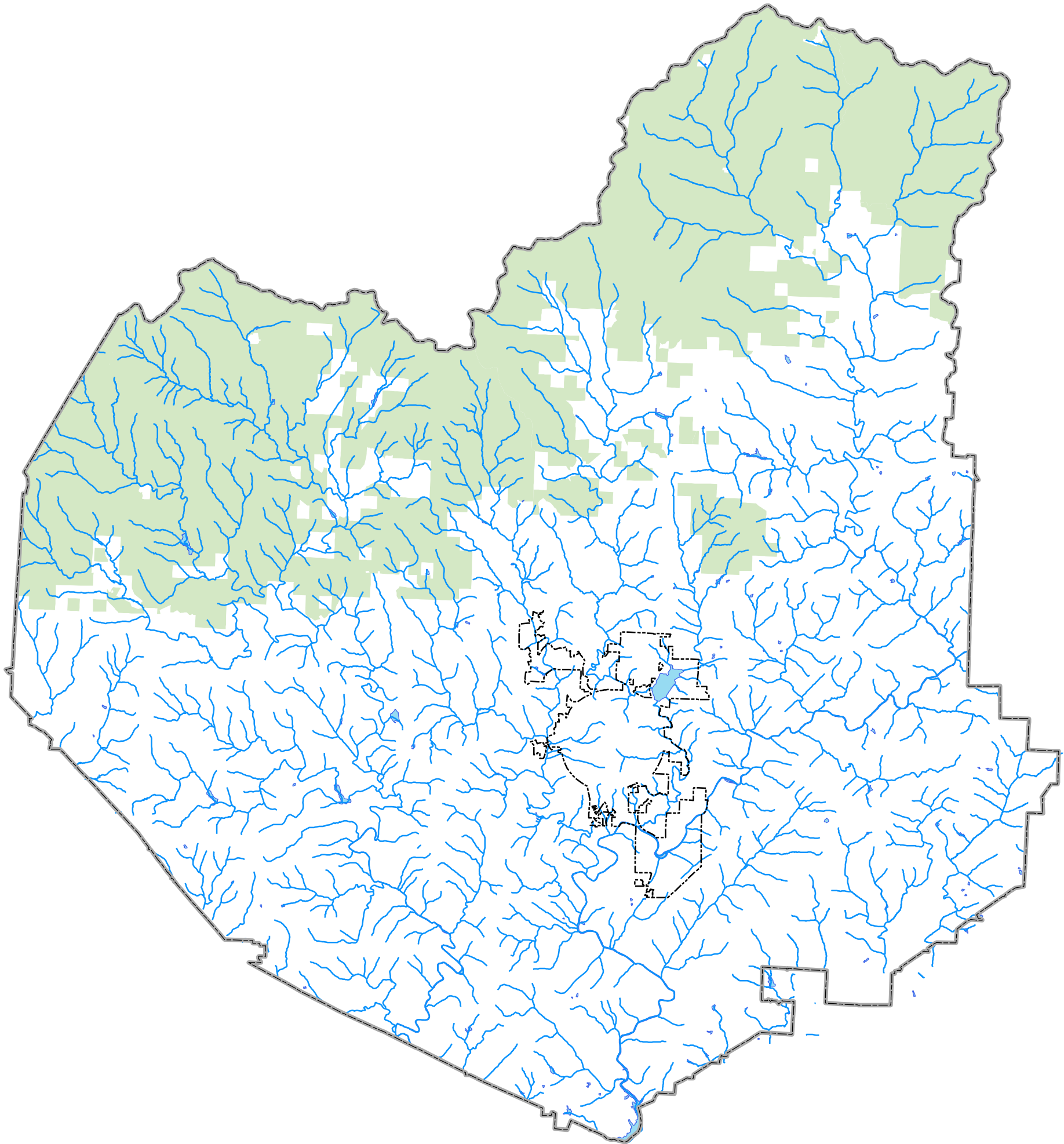
-  PROTECTED RIVER
-  RIVERS
-  NATIONAL FOREST
-  CITY OF DAHLONEGA
-  LUMPKIN COUNTY








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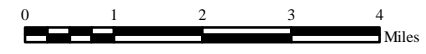
LUMPKIN COUNTY, GEORGIA PUBLIC WATER SUPPLY



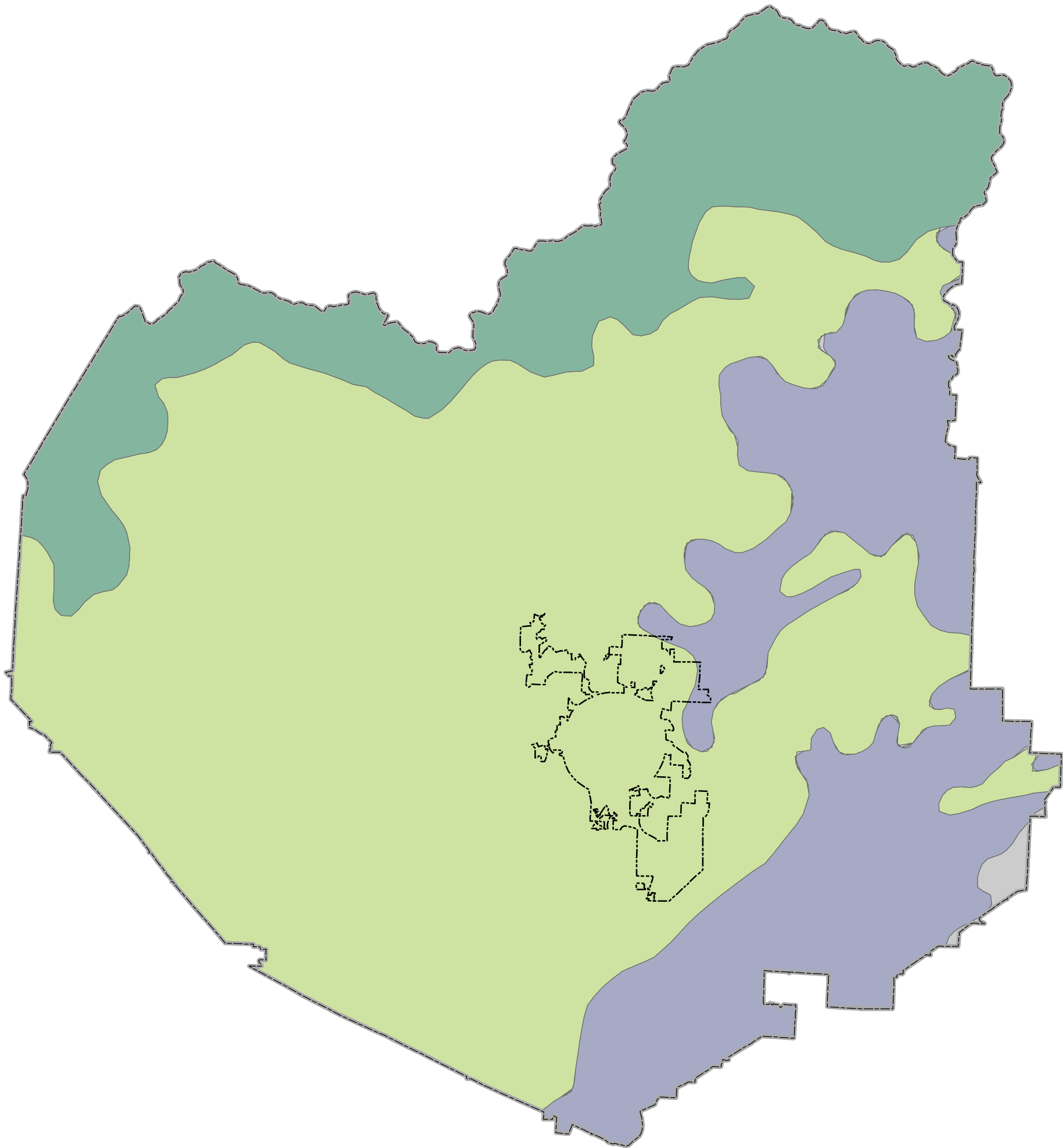
LEGEND

-  RIVERS
-  WATER BODIES
-  NATIONAL FOREST
-  CITY OF DAHLONEGA
-  LUMPKIN COUNTY

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LUMPKIN COUNTY, GEORGIA SOILS




LEGEND

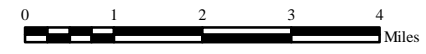
- CITY OF DAHLONEGA
- LUMPKIN COUNTY

SOIL TYPES

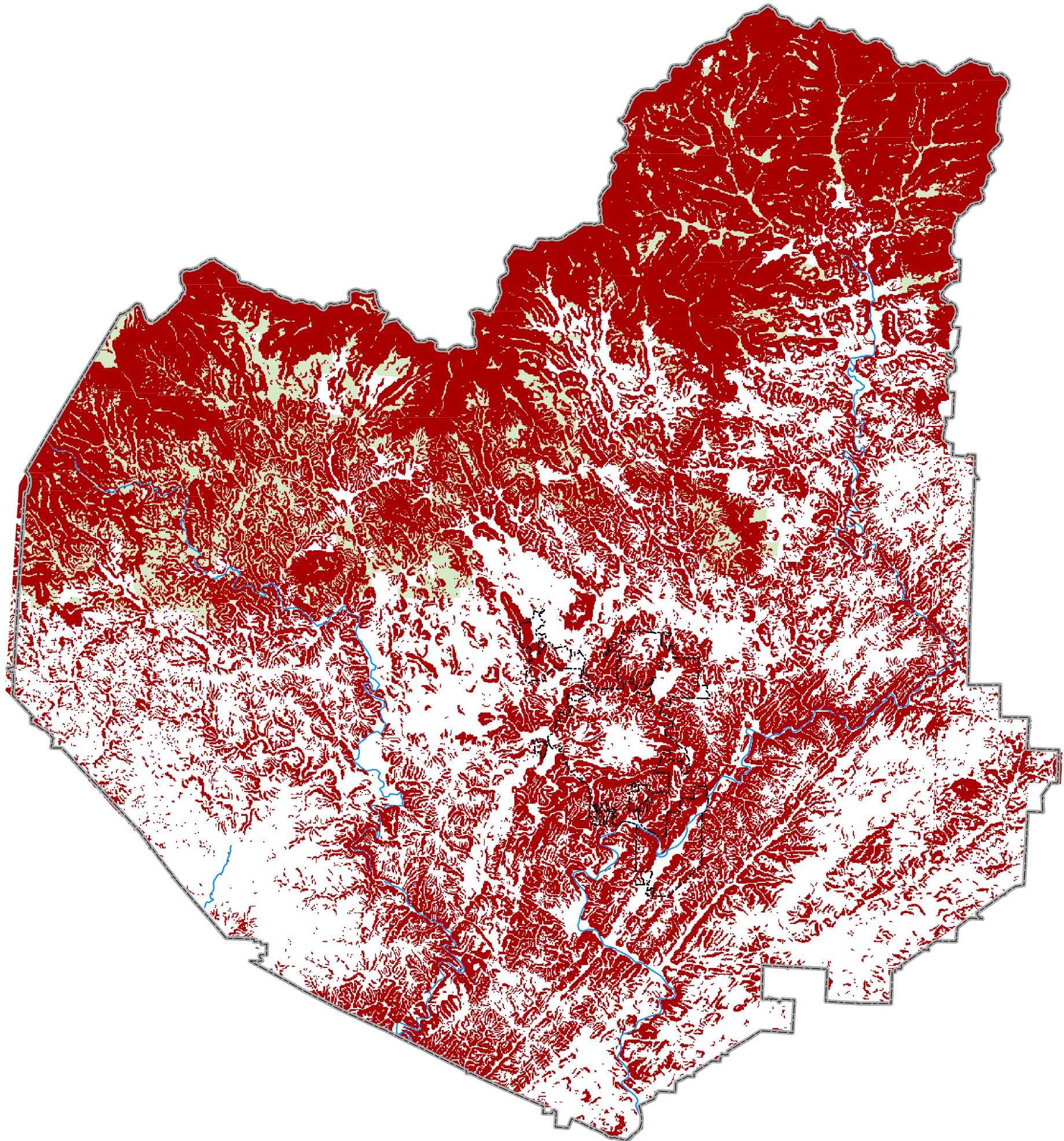
- NO DATA
- PACOLET
- PORTERS
- TALLAPOOSA








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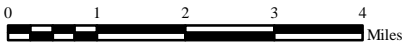
LUMPKIN COUNTY, GEORGIA STEEP SLOPES



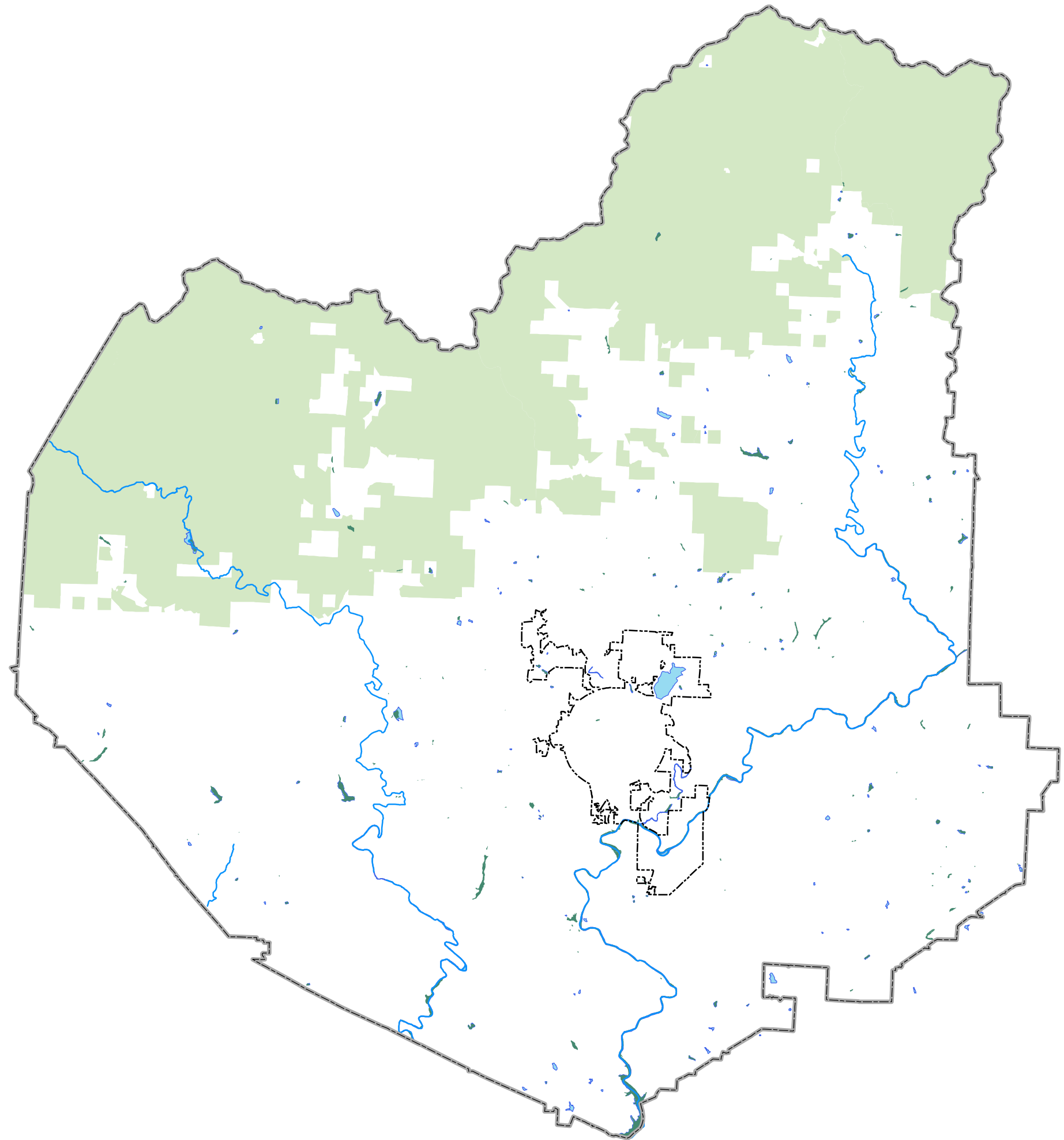
LEGEND

-  NATIONAL FOREST
-  CITY OF DAHLONEGA
-  LUMPKIN COUNTY
-  RIVERS
-  STEEP SLOPES (SLOPE > 30%)








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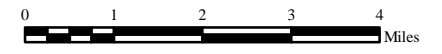
LUMPKIN COUNTY, GEORGIA WETLANDS



LEGEND

-  RIVERS
-  WATER BODIES
-  NATIONAL FOREST
-  CITY OF DAHLONEGA
-  LUMPKIN COUNTY
-  WETLANDS

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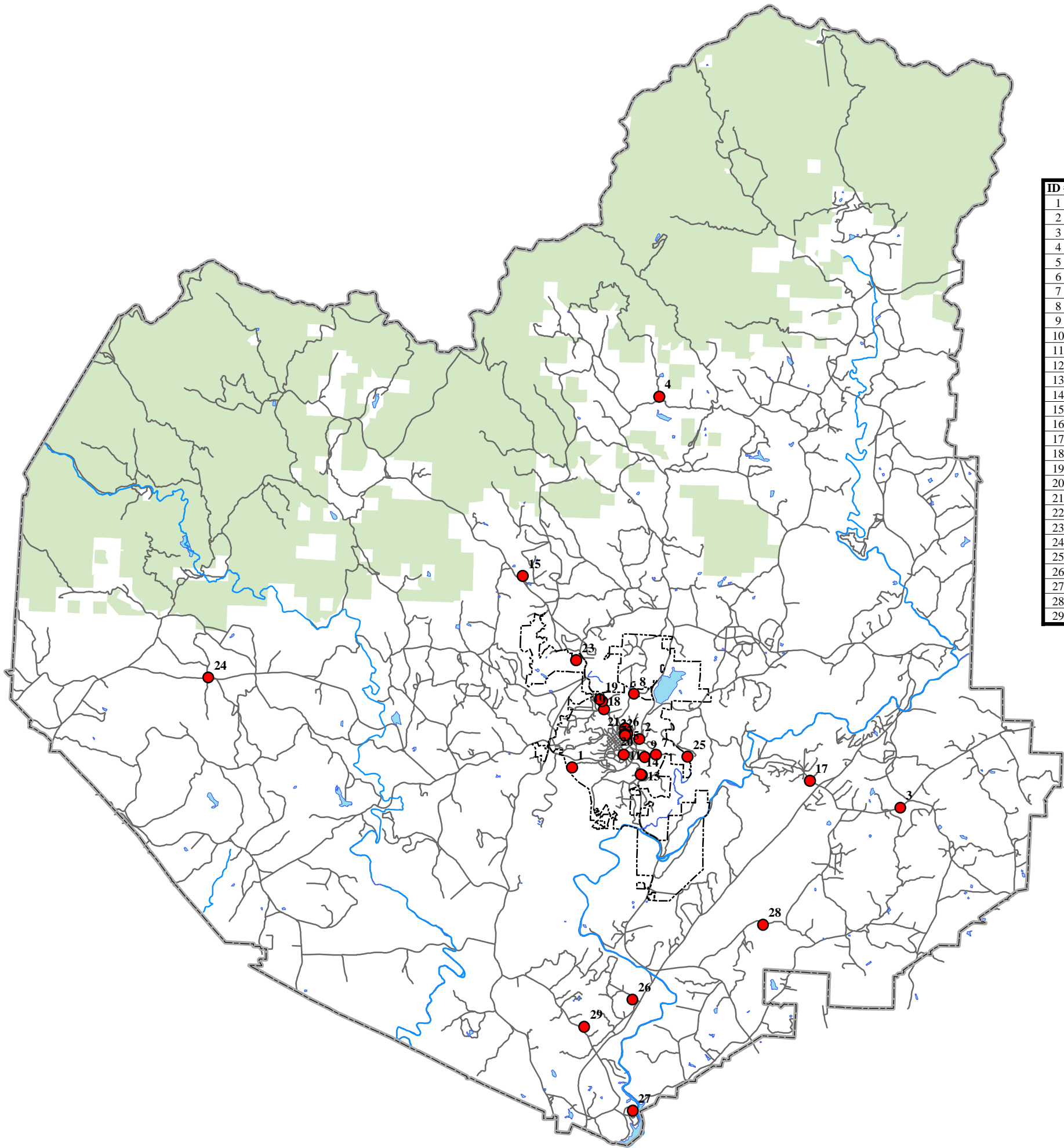
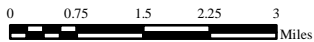
LUMPKIN COUNTY, GEORGIA COMMUNITY FACILITIES

ID #	FACILITY NAME
1	LUMPKIN CO-BARLOW HOMES RD PH 2 (SL)
2	DAHLONEGA-LUMPKIN COUNTY FIRE DEPARTMENT STATION 103
3	DAHLONEGA-LUMPKIN COUNTY VOLUNTEER FIRE DEPARTMENT
4	DAHLONEGA-LUMPKIN COUNTY VOLUNTEER FIRE DEPARTMENT
5	LUMPKIN COUNTY JAIL
6	LUMPKIN COUNTY COURTHOUSE
7	DAHLONEGA WTP
8	CITY OF DAHLONEGA
9	DAHLONEGA CITY HALL
10	LUMPKIN COUNTY HIGH
11	NORTH GEORGIA COLLEGE
12	LUMPKIN COUNTY LIBRARY
13	CHESTATEE REGIONAL HOSPITAL
14	CHESTATEE REGIONAL HOSPITAL
15	LUMPKIN COUNTY-WIMPY'S AIRPORT
16	LUMPKIN COUNTY SHERIFF'S OFFICE
17	LONG BRANCH ELEMENTARY SCHOOL
18	LUMPKIN COUNTY MIDDLE SCHOOL
19	LUMPKIN COUNTY ELEMENTARY SCHOOL
20	LUMPKIN COUNTY MENTAL HEALTH
21	LUMPKIN COUNTY HEALTH DEPARTMENT
22	LUMPKIN COUNTY HISTORIC JAIL/MUSEUM
23	LUMPKIN COUNTY HIGH SCHOOL
24	LUMPKIN COUNTY FIRE STATION NO. 6
25	LUMPKIN COUNTY PARK
26	LUMPKIN COUNTY FIRE STATION NO. 4
27	LUMPKIN COUNTY PARK
28	LUMPKIN COUNTY RECYCLING CENTER
29	INERT LANDFILL (PRIVATE)

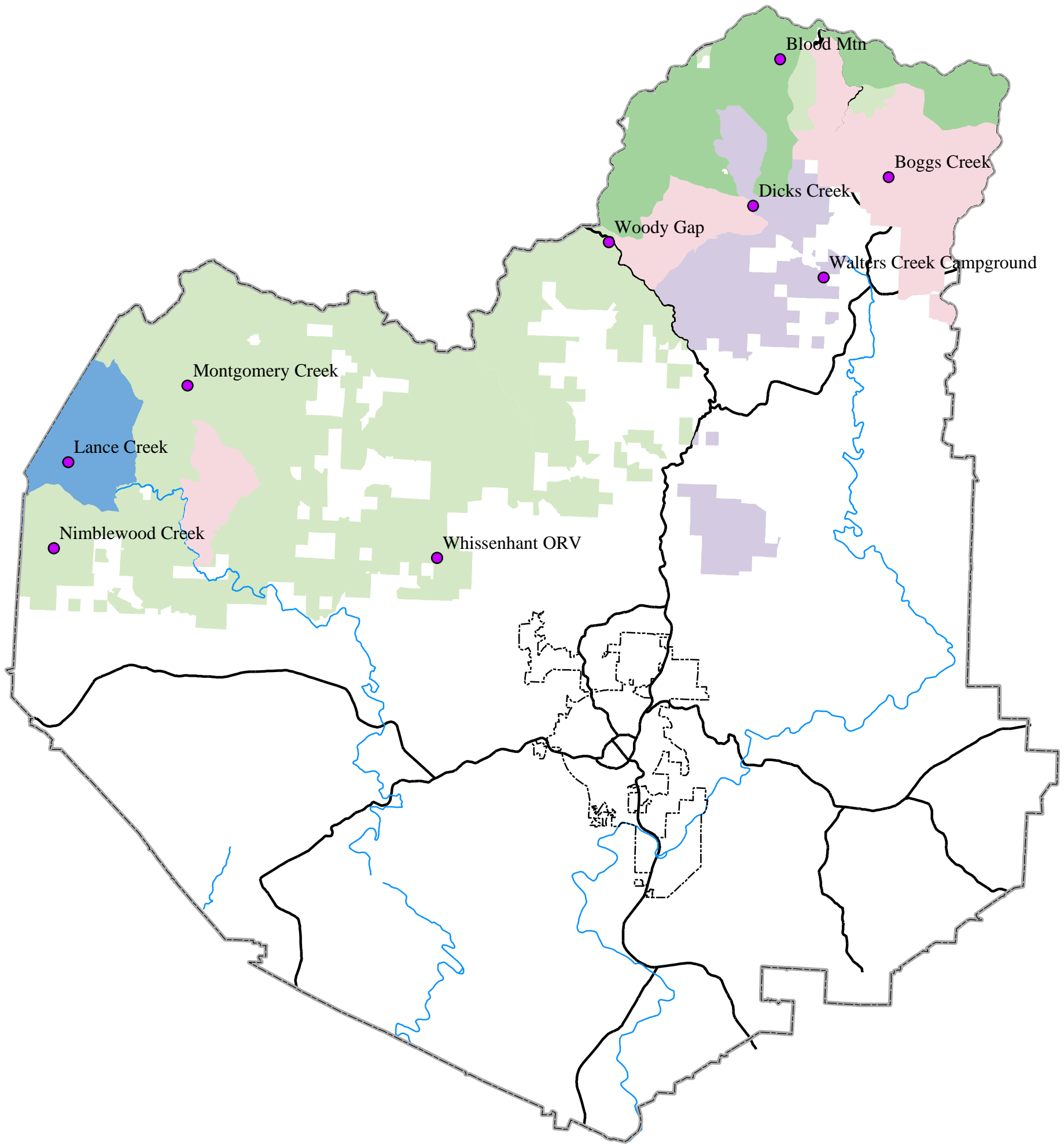
LEGEND

- COMMUNITY FACILITY
- ROADS
- RIVERS
- WATER BODIES
- NATIONAL FOREST
- CITY OF DAHLONEGA
- LUMPKIN COUNTY

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LUMPKIN COUNTY, GEORGIA MAJOR RECREATION SITES



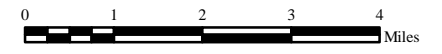
LEGEND

- NATIONAL FOREST
- CITY OF DAHLONEGA
- LUMPKIN COUNTY
- MAJOR RIVER
- MAJOR ROADS
- RECREATION SITES

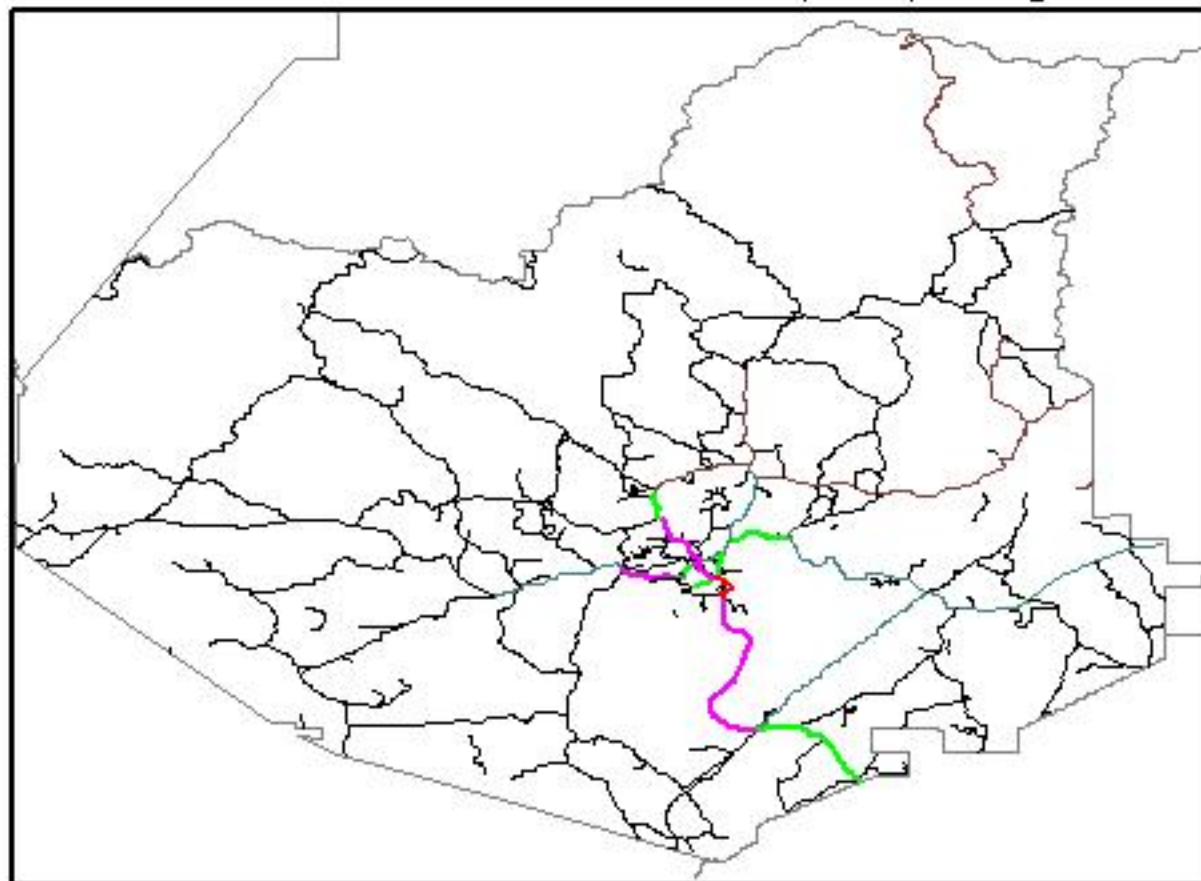
FOREST SERVICE MANAGEMENT AREAS

- Designated Wilderness
- Dispersed Recreation Areas
- National Recreation Areas
- Scenic Areas

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Lumpkin County, Georgia Current Levels of Service (LOS) Map

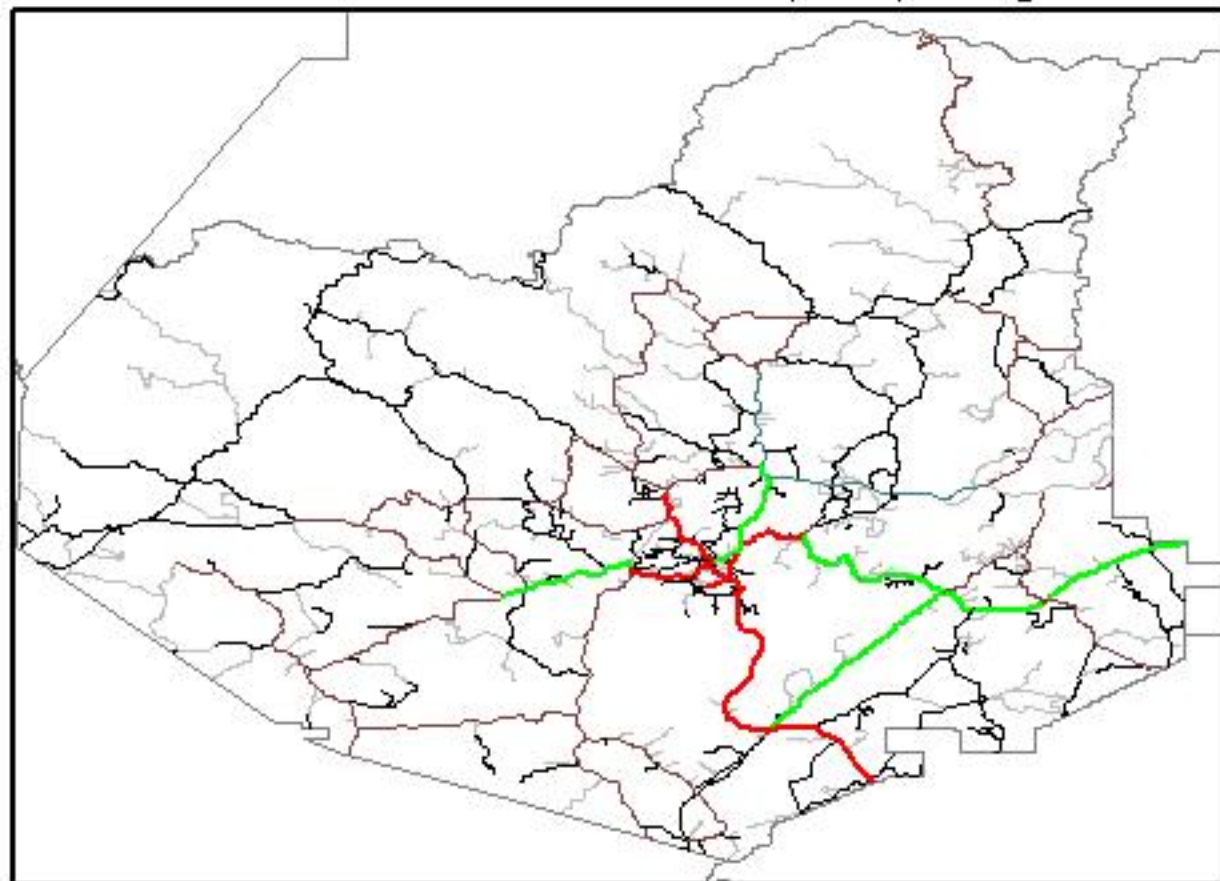


- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LOS ~



Georgia Mountains RDC
1310 W. Edgely Road
Gainesville, GA 30501
Ph. (770) 538-2424
Fax (770) 538-2425

Lumpkin County, Georgia 10-Year Levels of Service (LOS) Map

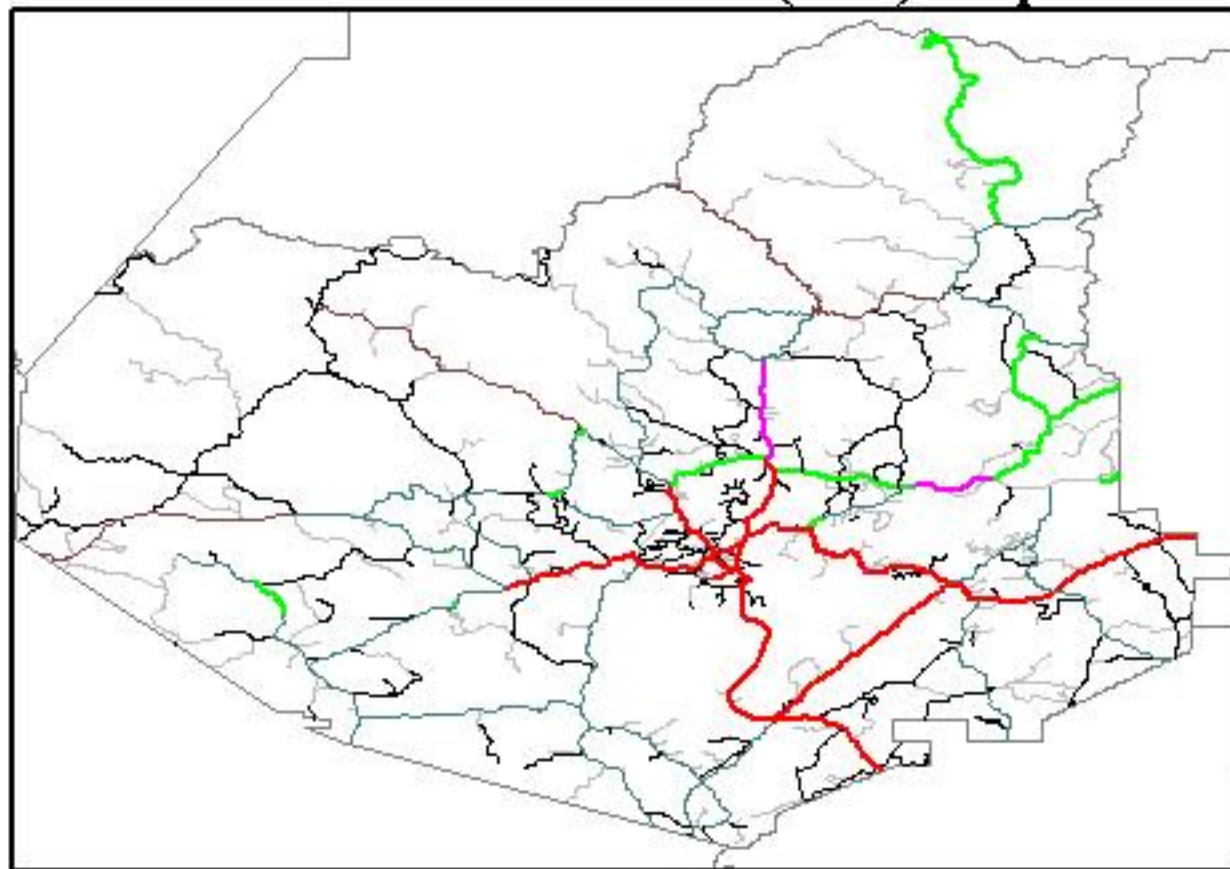


- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LOS ~




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Ph. (770) 538-2424
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Lumpkin County, Georgia 20-Year Levels of Service (LOS) Map

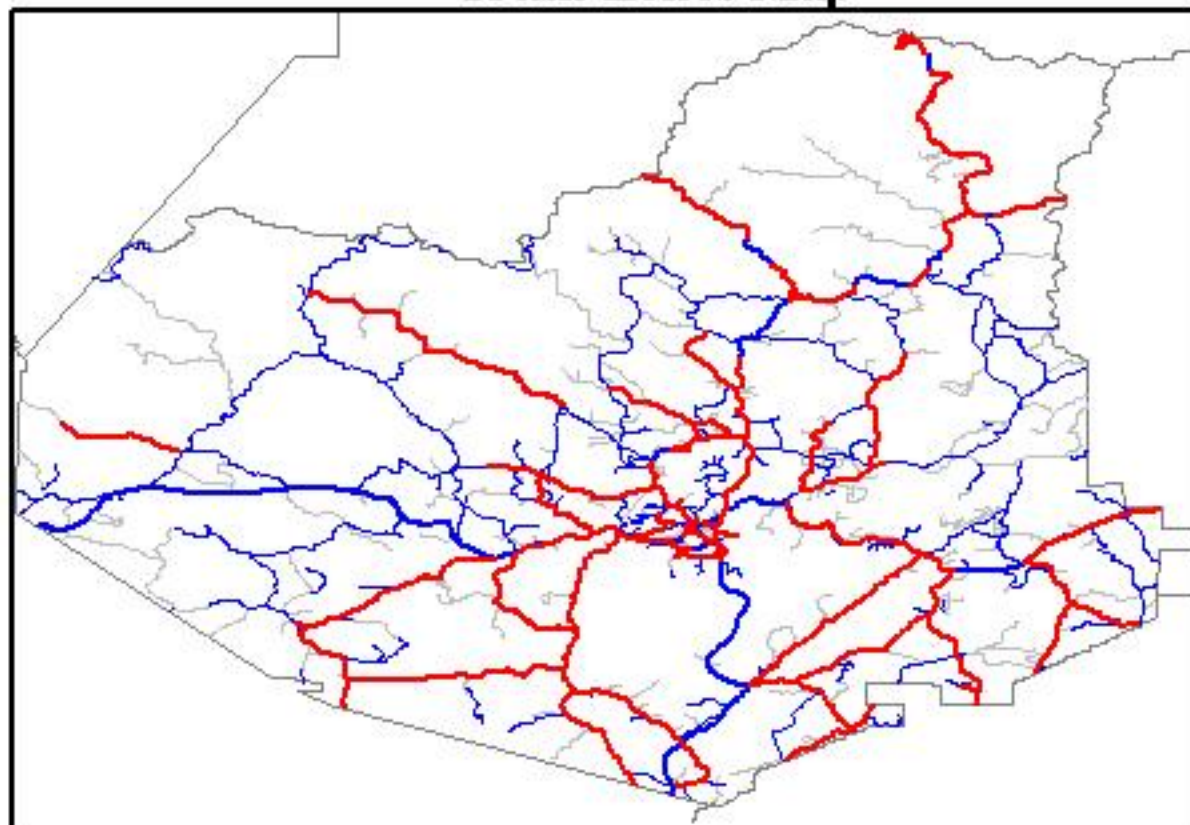


-  LOS A
-  LOS B
-  LOS C
-  LOS D
-  LOS E
-  LOS F
-  LOS ~



Georgia Mountains RDC
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Gainesville, GA 30501
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Lumpkin County, Georgia Crash Zones Map



Direction



Normal
Crash Rates



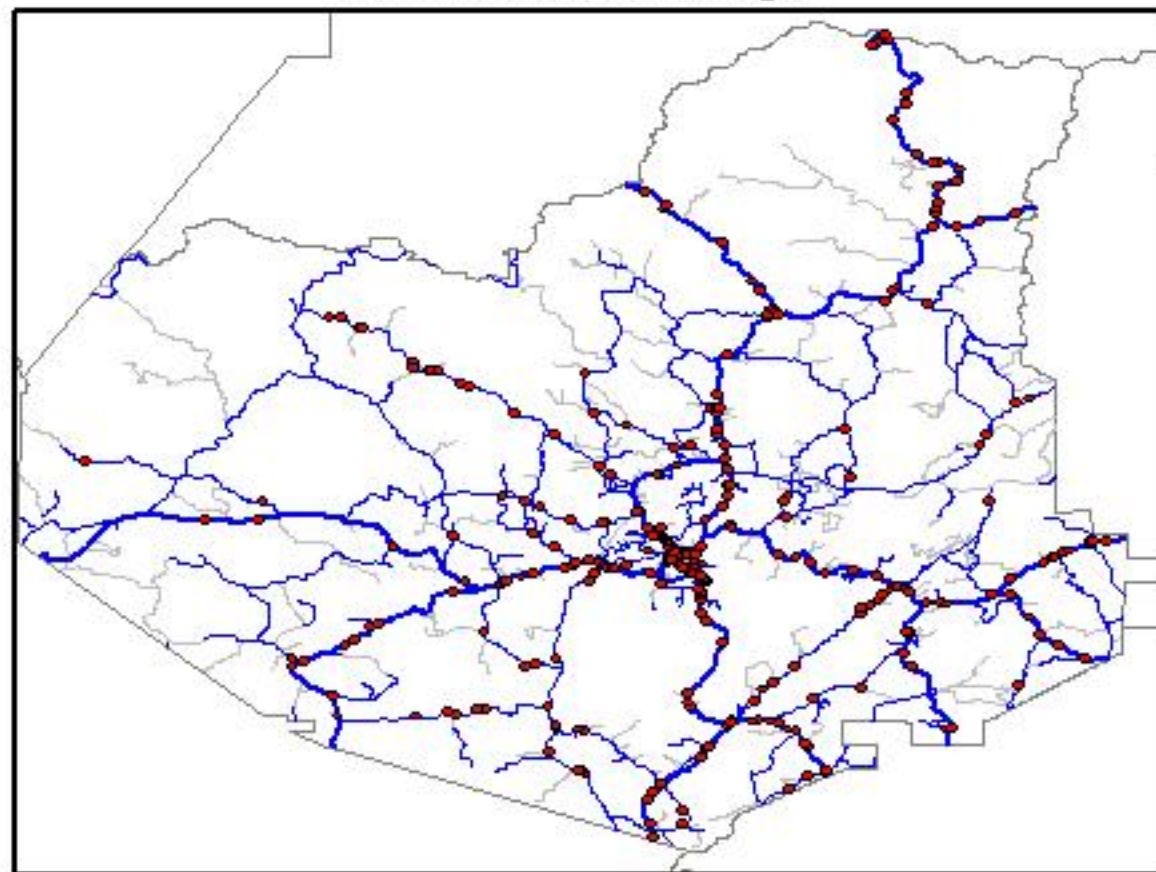
Over Represented
Crash Rates for
Functional Class




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1310 W. Kilgo Road
Gainesville, GA 30501
Ph (770)-538-2424
Fax (770)-538-2425

Lumpkin County, Georgia

All Crash Data Maps



 Roadways

 Accident Site Locations



Georgia Mountains RDC
1310 W. Ridge Road
Gainesville, GA 30501
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Fax (770)-538-2425