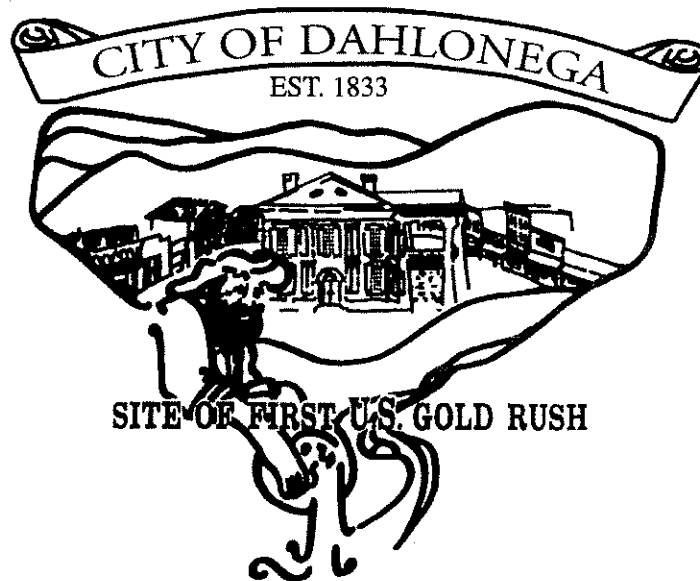


**2005-2025 COMPREHENSIVE PLAN
FOR
CITY OF DAHLONEGA, GEORGIA**



City Hall
465 Riley Road
Dahlonega, Georgia 30533
Telephone: 706-864-6133

CITY OF DAHLONEGA COMPREHENSIVE PLAN 2005-2025

**Adopted on
August 18, 2005**

**Mayor
Gary McCullough**

**City Council
Terry Peters
Larry Crowel
Michael Clemons
Dudley Owens
Guy Laboa
Bill Northquest**

**City Manager
Bill Lewis**

**City Clerk
Janet Jarrard**

**Prepared under Contract with
Georgia Mountains Regional Development Center**

TABLE OF CONTENTS

		Page
CHAPTER 1.	INTRODUCTION	1
	Directive and Purpose of the Plan.....	1
	Previous Planning Efforts	2
	Public Participation.....	2
	Survey Results	4
CHAPTER 2.	POPULATION ELEMENT	5
	Inventory and Assessment	5
	Summary Highlights	25
CHAPTER 3.	HOUSING ELEMENT	26
	Inventory and Assessment	26
	Summary Assessment	47
CHAPTER 4.	ECONOMIC DEVELOPMENT ELEMENT	49
	Inventory	49
	Assessment of Current and Future Needs	73
	Community Goals and Associate Implementation Program.....	74
CHAPTER 5.	COMMUNITY FACILITIES AND SERVICES ELEMENT	75
	Inventory	75
	Summary Assessment	81
CHAPTER 6.	NATURAL RESOURCES	84
	Introduction.....	84
	Assessment	84
CHAPTER 7.	HISTORIC RESOURCES	96
	History.....	96
	Significant Historic Properties	97
	Assessment.....	103
CHAPTER 8.	TRANSPORTATION ELEMENT	105
	Transportation Overview	105
	Inventory and Needs Assessment	109
	Community Goals and Strategies.....	133
	Conclusions	143

CHAPTER 9.	LAND USE ELEMENT	156
	Classifications of Existing Land Uses	156
	Existing Land Use.....	159
	Future Land Use	160
CHAPTER 10.	INTERGOVERNMENTAL COORDINATION ELEMENT	165
	Inventory of Existing Activities, Programs and Conditions	165
	Service Delivery Strategy	170
	Assessment.....	173
CHAPTER 11.	IMPLEMENTATION ELEMENT	175
	Legal Status of the Comprehensive Plan	175
	Conflict Between Policies and Maps	175
	Conflict Between Policy Statements.....	175
	Goals, Policies and Objectives.....	176
	Short Term Work Program	177

LIST OF MAPS

Public Water Supply	82
Community Facilities Map	83
Water Supply Watersheds.....	91
Wetlands/Floodplains	92
Soils	93
Steep Slopes.....	94
Protected Rivers.....	95
Historic Properties	98
Historic Resources	104
City of Dahlonega General Roads	144
Lumpkin County General Roads	145
City of Dahlonega Average Annual Daily Traffic	146
Lumpkin County Average Annual Daily Traffic.....	147
City of Dahlonega Current Level of Service	148
Lumpkin County Current Level of Service	149
City of Dahlonega 10 Year Level of Service.....	150
Lumpkin County 10 Year Level of Service.....	151
City of Dahlonega 20 Year Level of Service.....	152
Lumpkin County 20 Year Level of Service.....	153
Crash Zones Map	154
Crash Data Map	155
Existing Land Use.....	163
Future Land Use.....	164

CHAPTER 1

INTRODUCTION

The following chapter is devoted to an introduction of the comprehensive plan for the City of Dahlonega, including background information related to the plan, public participation and a community vision.

Directive and Purpose of the Plan

In 2003, the City of Dahlonega contracted with the Georgia Mountains Regional Development Center to prepare a full update to the current comprehensive plan. Aside from the basic need for a plan to guide growth and development, the requirement of a plan by the Georgia General Assembly (pursuant to the Georgia Planning Act of 1989) to be eligible for certain state grants and loans provides the major impetus for each local government to embark on the comprehensive planning process.

The comprehensive plan is intended to provide the basic data and analysis required in the “minimum planning standards” and the maintenance of “Qualified Local Government” (QLG) status as established by the Georgia Department of Community Affairs (DCA). The minimum standards include the following elements: population, housing economic development, natural resources, historic and cultural resources, community facilities, transportation, land use and intergovernmental coordination. In addition, the state standards require an implementation segment to the plan. The format of the comprehensive plan text parallels the minimum planning standards by devoting a chapter to each required plan element.

A “Comprehensive Plan” known by other names such as a general plan, development plan, master plan, policy plan and growth management plan, has several characteristics. It is a physical plan intended to guide the physical development of a community by describing how, why, when and where to build or preserve the community. The plan is also long range, in that it considers a horizon of twenty years. It is utopian in the sense that it is a picture of what the community desires to become, but it is also realistic with regard to anticipated social, economic, physical and political constraints. The plan is comprehensive because it covers the entire City geographically, encompasses all the functions that make a community work, and considers the interrelationships of functions. A comprehensive plan is a statement of policy, covering future direction desired by the community in each plan element, and it is a guide to decision making for the elected and appointed local government officials and other members of the citizenry.

Comprehensive planning is also a continuous process. Formulation of this text and maps is the ultimate objective; the use of the plan is what is important, and a comprehensive plan is only as good as the measures used to implement the plan. No single document can pose solutions to all community problems, and the comprehensive plan must be a flexible, continuous and changing activity that is periodically updated based on changing conditions, the shifting of resources and the alteration of goals.

In addition to providing a general organization of the local community interests, the comprehensive plan serves the following purposes and functions

The comprehensive plan represents a focusing of planning thought and effort – an attempt to identify and analyze the complex forces, relationships and dynamics of growth in order that they can be shaped and directed in accordance with recognized community goals and aspirations. It is a realistic appraisal of what the community is now, a normative and futuristic blueprint of what the community wants to be, and a specific set of programs for achieving community desires.

The plan is based on the foundation that if a community knows where it wants to go, it possesses better prospects of getting there. The plan attempts to recognize the relationship between diverse developed goals and objectives and establishes a meaningful basis for the resolution of conflicts. A comprehensive plan functions as a master yardstick for evaluating all significant future development proposals. The plan is intended to provide the essential background and perspective for decision making in respect to regulations, land subdivisions, public investment and capital improvement programs. The plan also provides guidance to businesses and development regarding the development policies and the future direction and intensity of growth. For the community at large, the plan (if properly implemented) assures that land use and service delivery conflicts will be resolved if not avoided, that misuses of land will not occur, that traffic congestion will be minimized or averted, that community facilities will be located in areas where people can best access and use them, and that the community's growth will take place in an orderly, rational manner.

Previous Planning Efforts

In 1990, the City of Dahlonega participated in a joint comprehensive plan that met all the minimum planning standards. Update to the plan's Short Term Work Program took place in 1996 and 2001. Though very useful the existing comprehensive plan is outdated and no longer adequately serves its purposes. With significant growth and development since the plan was first formulated fourteen years ago, Dahlonega now faces new development trends and more complex growth issues.

Public Participation

As a part of the planning process each local government must provide and implement opportunities to encourage public participation during the preparation of the comprehensive plan. The purpose of this is to insure that citizens and other stakeholders are aware of the planning process, are provided opportunities to comment on the local plan elements, and have adequate access to the process of defining the community's vision, values, priorities, goals, policies, and implementation strategies.

At a minimum, the public participation program must provide for: adequate notice to keep the general public informed of the emerging plan; opportunities for the public to provide written comments on the plan; hold the required public hearings; and, provide notice to property owners through advertisements in the newspaper (legal organ) of the planning effort soliciting participation and comments. In addition, Dahlonega must provide opportunities for

public participation through other means and methods to help articulate a community vision and develop associated goals and implementation program.

A planning schedule for completion of the plan must be developed. The City of Dahlonga Plan schedule is found below.

ACTIVITY	DATE
Initial Public Hearing	September 2003
Steering Committee Solicited and Selected	September 2003
Plan Kick-Off Meeting	September 2003
Data Collection	September 2003 - March 2004
Sub Committee Analysis	November 2003 - June 2004
Articulation of Needs and Goals	March 2004 – December 2004
Work Program Development	October - December 2004
Community Vision Development (Survey)	January – December 2004
Second Public Hearing and revisions	December 2004 – June 2005
Plan Submitted for Review	June 2005
Plan Adopted	August 2005

Specific public participation activities were initiated with the solicitation of citizens to serve on an appointed steering committee. This committee represented citizens with varying and broad backgrounds and interests in the community. The eight member committee included lifetime citizens and new comers from various backgrounds.

The steering committee was at liberty to solicit additional members of the public to participate in the planning process. The steering committee met as often as bi-weekly to analyze and discuss the plan data, identify needs and to develop specific goals and policies.

The steering committee discussed the best method to solicit input from the public in general to develop a community vision. This committee determined that a comprehensive community survey would serve as the primary visioning tool for the comprehensive plan. The survey was developed through city tax records and mailed to all residences and businesses. There were 216 responses to the community vision survey.

An initial and final public hearing were announced according to local public hearing procedure requirement to solicit additional public participation and comments. In addition, work sessions were held with local government leaders to discuss plan status, plan data and garner additional comments from elected officials.

City of Dahlonega Survey for Land Use Planning

1. How long have you lived in Dahlonega? 0-4 66 5-9 31 10-19 38 20 or more 70
2. Are you a registered voter? Yes 201 No 9
3. How many school age children live in your home? 0 171 1-2 33 3-4 2 5 or more 0
4. Do you own your home? Yes 192 No 20
5. Age: Under 25 4 26-35 15 36-60 102 61 and up 85
6. Are you a commercial water/sewer customer? 26 Do you live in Dahlonega? Yes 163 No 20
Are you a residential water/sewer customer? 185
7. What kind of growth do you want for Dahlonega in the next ten years?
- | | |
|------------------------|------------|
| a. commercial | <u>108</u> |
| b. single family homes | <u>121</u> |
| c. apartments | <u>36</u> |
| d. mixed use | <u>67</u> |
| e. industrial | <u>71</u> |
| f. none | <u>32</u> |
8. What do you think the City should do to influence future growth?
- | | | |
|--|------------|-----------|
| a. Upgrade the water/sewer infrastructure. | yes | no |
| b. Recruit commercial business | <u>149</u> | <u>26</u> |
| c. Expand tourism | <u>140</u> | <u>43</u> |
| | <u>131</u> | <u>44</u> |
9. To increase revenue and promote economic development would your support a referendum for liquor sales in the city? 144 63
10. Do you support extending the city limits to include additional development? 139 57
11. Do you support sidewalks to connect the reservoir to the downtown area? 111 88
12. Would you support impact fees on new development to offset the cost of growth in the city? 162 33
13. Are you satisfied with the following services provided by the City of Dahlonega?

	Satisfied	Not Satisfied	Comment
Water service	177	20	
Sewage service	122	27	
Solid Waste (garbage)	167	21	
Street & right of way maintenance	143	51	
Code Enforcement (sign regs, nuisance, etc...)	132	52	
Planning & Zoning	115	45	
Historic Preservation	154	26	

14. Would you support leaving Yahoola Reservoir a natural area with limited recreational use?
186 yes 13 no 8 other

15. Comments, suggestions, and additional information?

Continue on back

CHAPTER 2

POPULATION ELEMENT

An understanding of the general characteristics of the population both within and surrounding the study area is an important step in completing a comprehensive plan. Analyzing where people are, in what amounts and composition, and at what rates they are expected to increase or decrease in number can determine the location and need for public facilities, capital improvements, housing and employment opportunities.

INVENTORY AND ASSESSMENT OF THE POPULATION

PAST AND PRESENT POPULATION

The City of Dahlonega grew by about one thousand in population from 1970 to 2000. (Table 2-1) This growth as occurred at an increasing rate, particularly in the last decade. The City grew by 8.5 % from 1980 to 1990 and by almost 18% from 1990 to 2000. The population of Dahlonega at the 2000 Census was 3,638. The city contains just less than 20% of the total county resident population.

**TABLE 2-1
POPULATION TRENDS, 1970-2000
CITY OF DAHLONEGA**

1970	1980	1985	1990	80-90% CHANGE	1995	2000	90-00% CHANGE
2,658	2,844	2,955	3,086	8.5	3,296	3,638	17.9

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

Table 2-2 presents a comparison of population growth of the City of Dahlonega to surrounding jurisdictions, the state and nation from 1990 to 2000. While Dahlonega is growing, it is not growing as quickly as the remainder of Lumpkin County and some of the surrounding communities.

Dawson County and Dawsonville, south of Dahlonega and Lumpkin County are growing at a very high rate. The reason for this is that they are closer in proximity to the expanding metropolitan Atlanta area that in moving up (north) the Georgia 400 Corridor. This presents a trend that is already beginning to take place in Lumpkin County and will more than likely impact Dahlonega in the next decade. Dahlonega is next in line to experience an extremely high growth rate. Dahlonega is growing faster than other cities in close by surrounding counties such as Blairsville and Cleveland. The growth rate for the State is also higher than Dahlonega.

It is important that the city understand the nature of its growth. Adequately accommodating and planning for growth will not only maximize infrastructure and community service tax dollars, but will allow the city to grow without sacrificing the quality of life amenities that exist in the Dahlonega small town, college town atmosphere.

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

AREA	1990 POPULATION	2000 POPULATION	GROWTH RATE
Dawson County	9,429	15,999	69.7
Dawsonville	467	619	32.5
Clermont	402	688	71.1
Lumpkin County	14,573	21,016	44.2
Dahlonega	3,086	3,638	17.9
Union County	11,993	17,289	44.2
Blairsville	564	659	16.8
White County	13,006	19,944	53.3
Cleveland	1,653	1,907	15.4
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.

FUNCTIONAL POPULATION

The functional population of an area is considered to be the daytime population. Many areas, such as central cities or county seats, serve a higher daytime population than the resident population due to the many critical mass activities that operate during daytime or business hours. The functional population can be calculated by taking the resident population, subtracting the resident labor force, and then adding other population activities that are going on within the observed jurisdiction. In Dahlonega’s case daytime population activities are that occurring within the city limits include employment and business activities as well as the student activity taking place at North Georgia College and State University. The functional population may also include visitors to the Dahlonega area, particularly during the summer and fall.

**TABLE 2-3
FUNCTIONAL POPULATION**

Resident Population	Labor Force	Employment	Daily Student Population	Daily Visitor Population	Functional Population
3,638	1,804	3,997	4,550 Fall Peak 3,900 Winter 2,200 Summer	12,000 Fall Peak 350 Winter Low 7,900 Summer	22,381 Fall 10,081 Winter 15,931 Summer

The peak functional population for Dahlonega occurs in the fall when North Georgia students begin the academic school year and when visitors are attracted to the Georgia Mountain area during leaf season. It is estimated that Dahlonega’s peak functional population in the fall is 22,381 persons a day. This is more than six times the resident population. Even the winter time functional population is still two and one half times greater than the resident population. These numbers confirms the fact that Dahlonega is most likely the most important economic component in the Lumpkin County economy.

The significance of understanding functional population for planning purposes is to assess, not only those services necessary for a community’s residents, but also those services necessary for the functional population. Things such as public safety, utilities, roads, and traffic problems, just to name a few, will all be impacted by a community’s functional population. Accordingly, the functional population should be taken into full consideration when a community plans for growth and/or future needs.

POPULATION PROJECTIONS

Projected population data (Table 2-4) reveals that Dahlonega will double its population by the year 2025. The city will grow from 3,638 in 2000 to 4,932 in 2010 (a 35.6% increase), and then increase again the following decade by more than 30% to 6,431 in 2020. The forecasted population for Dahlonega in 2025 is 7,384 persons.

Most of this growth will occur through an increase in the student population at North Georgia College and State University. The school has gained national recognition and is becoming an increasing desirable place to attend college.

**TABLE 2-4
POPULATION PROJECTIONS, 2005-2025
DAHLONEGA AND LUMPKIN COUNTY**

YEAR	DAHLONEGA	LUMPKIN COUNTY
2000 (Census)	3,638	21,016
2001	3,743	22,167
2002	3,862	23,271
2003	4,001	24,778
2004	4,130	26,983
2005	4,288	28,510
2006	4,416	30,078
2007	4,544	31,281
2008	4,672	32,532
2009	4,800	33,713
2010	4,932	34,925
2015	5,623	42,780
2020	6,431	52,410
2025	7,384	66,661

Source: Georgia Mountains Regional Development Center, 2004.

AGE OF THE POPULATION

Dahlonega, unlike Lumpkin County, the State and Country, has maintained a relatively low median age. While the county and state median age increased from 1990 to 2000 the city's median age slightly decreased over the same time frame. The median age of the population in Dahlonega is mainly influenced by the growth of the college, while the median age in the county is influenced by a retirement population.

**TABLE 2-5
MEDIAN AGE OF PERSONS, 1970-2000**

YEAR	DAHLONEGA	LUMPKIN COUNTY	STATE OF GEORGIA
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, 1970-2000.

Further evidence to support the median age data is presented in Table 2-6 that shows a large increase in the age groups 18-20 and 21-24. These two age groups account for nearly one half of the city resident population.

It is interesting to note that the 25-34 age group experienced a slight decrease from 1990 to 2000. This is more than likely attributed to students finishing college and then moving away to jobs in other locations. There is a correlation between the decrease in this age group and the decrease in the 0-4 age group. Persons in the 25-34 age group tend to have younger children.

Other age groups in the city are growing slightly and maintaining about the same percentage of the city population over time.

**TABLE 2-6
POPULATION BY AGE 1980-2000**

AGE CATEGORY	1980	%	1990	%	2000	%
0-4	120	4.2	204	6.6	141	3.9
5-13	232	8.2	196	6.3	237	6.5
14-17	142	5.0	82	2.6	95	2.6
18-20	834	29.3	798	25.6	1,100	30.2
21-24	360	12.7	435	14.0	554	15.2
25-34	295	10.4	407	13.1	400	11.0
35-44	192	6.8	206	6.6	272	7.5
45-54	174	6.1	234	7.5	288	7.9
55-64	185	6.5	162	5.2	191	5.3
65+	310	10.9	390	12.5	427	11.7
TOTAL	2,844	100.0	3,114	100.0	3,638	100.0

Source: 1980 - 2000 figures from U.S. Census Bureau.

It is expected that the student population at North Georgia College and State University will continue to increase and have an impact on the city population growth (Table 2-7). The college age groups are projected to increase from about 45% of the city population to about 51% of the city population by 2025.

It is also expected that the retirement population within the city will increase its percentage of the total city population. Growth in these age categories will result from retirees moving in from the county and other places desiring to be close to commercial and health care facilities and services that are located within the city limits.

Both of these populations (college students and retirees) are fairly pedestrian oriented and rely on the close proximity of goods and services. These projections should shed some light on how the city may want to make future land use decisions regarding housing, commercial facilities, health care, recreation and other community facilities.

**TABLE 2-7
PROJECTION OF POPULATION BY AGE 2005-2025**

AGE CATEGORY	2005	2010	2015	2020	2025
0-4	158	182	196	201	214
5-13	265	305	331	366	398
14-17	112	128	146	160	178
18-20	1,294	1,490	1,744	2,090	2,437
21-24	651	750	871	1,061	1,313
25-34	463	532	590	675	760
35-44	300	335	393	412	437
45-54	304	340	388	348	363
55-64	227	278	287	315	363
65+	514	592	677	803	931
TOTAL	4,288	4,932	5,623	6,431	7,384

Source: GMRDC Age Cohort Estimate, 2003.

RACE AND GENDER OF THE POPULATION

A breakdown of the racial composition of the Dahlonega population reveals that the majority of the population in the city is white. However, when observing population by race by percentages reveals that both the white and black population in Dahlonega experienced slight decreases from 1990 to 2000. The major change in the racial make up of the population has occurred in the Other Race category that increased from 14 persons in 1990 to 140 persons in 2000. The number in this category corresponds closely with the increased number found in the Hispanic origin classification. The 2000 Census does not count Hispanic Origin as a race because one can be Black or White and Hispanic. It is assumed that those who fall into the Other Race category are Latinos and Hispanics who felt they did not belong the racial classifications identified by the Census.

The Latino population is expected to continue to rise in the Dahlonega area. The growth in this population is linked to the number of service oriented jobs that come available resulting from the area growth. It is important that the city take the necessary steps to address the needs of the Latino population as they arrive and become a vital part of the community. It would most likely prove valuable for the city to network with other surrounding communities who are experiencing this same type of growth.

**TABLE 2-8
RACE OF POPULATION 1990-2000
DAHLONEGA AND LUMPKIN COUNTY**

RACE	DAHLONEGA					LUMPKIN COUNTY			
	1980	1990	%	2000	%	1990	%	2000	%
White	2,630	2,873	93.1	3,272	89.9	14,002	96.1	19,760	94.0
Black	194	156	5.1	180	4.9	238	1.6	307	1.5
Indian, Eskimo or Aleut	0	21	0.7	16	0.4	237	1.6	203	1.0
Asian or Pacific Islander	20	22	0.7	30	0.8	45	0.3	95	0.5
Other-Race	0	14	0.4	140	3.9	51	0.3	51	0.3
Hispanic Origin	5	109	3.5	239	6.6	213	1.5	728	3.5
TOTAL	2,844	3,086	100.0	3,638	100.0	14,573	100.0	21,016	100.0

Source: U.S. Census Bureau.

Gender data of the population in Dahlonega shows that the percentage of females in the area have increased over the last decade. This increase in the percentage of females in the city is linked to the increase in the number of females attending college at North Georgia College and State University.

**TABLE 2-9
GENDER OF POPULATION 1980-1990**

SEX	DAHLONEGA			
	1990	%	2000	%
Male	1,406	45.6	1,542	42.4
Female	1,680	54.4	2,096	57.6
Total	3,086	100	3,638	100

Source: U.S. Census Bureau, 1980-1990.

HOUSEHOLD CHARACTERISTICS

In the City of Dahlonega there were 2,445 persons living in households in the year 2000, which is approximately 67% of the total city population. In the same year there were 1,193 persons or 32.8% of the total population residing in group quarters (Table 2-10). Group quarters include college dormitories, health assisted living facilities, correctional institutions, boarding houses and the like. The percentage of persons in group quarters in Dahlonega is comparatively high when measured against surrounding communities. The main reason for this high percentage is once again the existence of university with on campus dorm housing. Nursing facilities and correctional institutions also are located within the city and contribute to the number of persons living in group quarters within the city limits.

TABLE 2-10
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
Dahlonega Percent Total Population	62.2	61.0	67.2	37.8	39.0	32.8

Source: U.S. Census Bureau.

While there was not much change in the number of households from 1980 to 1990, the number of households within Dahlonega increased significantly from 777 in 1990 to 1,060 in 2000 (Table 2-11), a 36.4% increase. Even more significant is the increased number of non-family households in Dahlonega from 1990 to 2000. Non-family households increase by 81% over the past decade. Most of this can be attributed to the increase in off campus housing for student at North Georgia College and State University, where students are renting houses and apartments while attending school.

The number of persons per occupied housing unit has slightly declined over the last twenty years and is expected to slowly decrease in the future as well.

**TABLE 2-11
HOUSEHOLDS AND SELECTED HOUSEHOLD CHARACTERISTICS
1980 - 2000**

AREA	TOTAL HOUSEHOLDS			FAMILY HOUSEHOLDS			NON-FAMILY HOUSEHOLDS			PERSONS PER HOUSEHOLD		
	1980	1990	2000	1980	1990	2000	1980	1990	2000	1980	1990	2000
Dahlonega	709	777	1,060	495	505	568	214	272	492	2.5	2.4	2.3
Lumpkin Co.	3,400	4,976	7,537	2,773	3,872	5,363	627	1,105	2,174	2.8	2.7	2.6

Source: U.S. Census Bureau.

The total number of households in Dahlonega is projected to increase by 95%, from 1,060 in 2000 to 2,062 by the year 2025. The majority of the projected households will continue to be non-family households.

What is significant is that the percentage of the city population living in group quarters is projected to increase from about 32% in 2000 to about 40% by the year 2025. This will help the city in making decisions on type of housing for the future as well as determining future water and sewer needs.

**TABLE 2-12
PROJECTED NUMBER OF HOUSEHOLDS, 2005-2025**

COUNTY	2005	2010	2015	2020	2025
City of Dahlonega	1,250	1,391	1,596	1,838	2,062
Household Size	2.30	2.27	2.22	2.17	2.15

Source: GMRDC, 2003.

EDUCATIONAL CHARACTERISTICS

An analysis of the educational attainment of the Dahlonega population reveals that traditionally persons within the city have higher educational levels than in the county, surrounding communities and the state (Table 2-13 and Table 2-14). Once again this level is attributed to the location of North Georgia College and State University in Dahlonega and many university faculty members are also residents of Dahlonega. In 2000, nearly one third of the city population (age 25 and over) has a Bachelor degree or advanced degree (4+ years of college). Also, 22% of the population has some college education. On the other side, only 11.5% of the city population, age 25 and over, has less than a high school education. This shows that the university has a very positive influence on the education level of the population.

**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
Dahlonega	20.3	12.7	23.4	19.7	24.0
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
Dahlonega	11.5	12.3	21.7	22.0	32.4
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.

High school education data for Dahlonega is only available at the county level, therefore Lumpkin County data will serve as data needed to analyze the education of high school students in the area. The local data is also compared to the data for the State of Georgia. (Table 2-15 and Table 2-16)

In observing the high school data for Lumpkin County and the State, one can confirm the positive influence of North Georgia College and State University on education in Lumpkin County. Students in the county school system consistently score ten to twelve points or percent higher than the State average on High School Graduation Test Scores. At one time the local drop out rate was higher than the state, but has been reduced significantly to lower than the state drop out rate. The percentage of high school graduates attending college from Lumpkin County doubled from 1995 to 2000, and the percentage of Lumpkin County High School graduates attending technical schools in Georgia nearly doubled as well. In 2000 about the same percentage of graduates from Lumpkin County attend some type of post secondary education as do the percentage of all high school graduates in the state.

TABLE 2-15

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

TABLE 2-16

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

INCOME CHARACTERISTICS

With the exception of the census, some income data is only available at the county level and will serve as the data needed for comprehensive planning in the City of Dahlonega.

While the per capita income in Lumpkin County has increased by 40% over the ten year period of 1993 to 2002, it has not increased as quickly as the state average over the same time frame (a 45% increase). (Table 2-17) Therefore, the percentage of the local per capita income in comparison to the state per capita income has decreased. In 2002 the Lumpkin County level was only 77.5% of the state level.

**TABLE 2-17
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 2-17 (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
% of State	82.9	81.7	80.2	78.9	77.5

Source: Bureau of Economic Analysis, REIS, 2004.

While the Lumpkin County per capita income is significantly less than the state and national level, the county compares higher and lower than some of its neighboring counties (Table 2-18).

TABLE 2-18
PER CAPITA INCOME
LUMPKIN AND SURROUNDING COUNTIES, 2000-01

COUNTY/YEAR	2000	2001	2001 % OF GEORGIA	2001 % OF U.S.
Fannin	19,839	19,977	70.0	65.7
Dawson	25,462	26,419	92.6	86.9
Hall	24,555	25,166	88.2	82.7
Lumpkin	22,279	22,495	78.9	74.0
Rabun	21,491	22,297	78.2	73.3
Towns	22,091	23,374	81.9	76.8
Union	21,297	22,417	78.6	73.1
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.

Income data from the U.S. Census is available for the City of Dahlonega and for Lumpkin County. However, the data is dramatically different when compared to data collected from other sources, but for comparison purposes it serves the city well (Table 2-19 and Table 2-20).

The per capita and median family income for the City of Dahlonega rose significantly from 1990 to 2000. Per capita income increased by 84.3% and median family income increase by 50% from 1990 to 2000. While median household income did rise over the same time frame, it was not as large as the other two income characteristics. This is because this classification includes non-family households which are much smaller than family households.

Income levels in Dahlonega continue to be less than at the county, state and national level.

**TABLE 2-19
1990 INCOME CHARACTERISTICS**

CHARACTERISTIC	DAHLONEGA	LUMPKIN COUNTY	GEORGIA	UNITED STATES
Per Capita	8,989	14,458	16,053	17,592
Median Household	25,074	26,116	29,021	30,056
Median Family	29,940	30,417	33,529	35,225

Source: U.S. Census Bureau, 1990.

**TABLE 2-20
2000 INCOME CHARACTERISTICS**

CHARACTERISTIC	DAHLONEGA	LUMPKIN COUNTY	GEORGIA	UNITED STATES
Per Capita	16,572	18,062	21,154	21,587
Median Household	28,636	39,167	42,433	41,994
Median Family	44,904	43,368	49,280	50,046

Source: U.S. Census Bureau, 2000.

Table 2-21 presents a distribution of household income in 2000. The largest percentage of household incomes in Dahlonaga fall into the lowest income category (16.7%), which is less than \$10,000. Almost 28% of the households in Dahlonaga have an income of less than \$15,000, and over 42% have an income of less than \$25,000.

Again this is due to the large number of non-family households in Dahlonaga, which are smaller in size and are made up mainly students attending college. Income in these households are generally from part-time jobs and other sources such as family contributions.

**TABLE 2-21
DISTRIBUTION OF HOUSEHOLDS BY INCOME, 2000**

INCOME RANGE	NUMBER OF HOUSEHOLDS	PERCENT
Less than 10,000	180	16.7
10,000-14,999	120	11.2
15,000-24,999	154	14.3
25,000-34,999	176	16.4
35,000-49,999	112	10.4
50,000-74,999	153	14.2
75,000-99,999	73	6.8
100,000-149,999	77	7.2
150,000 to 199,999	22	2.0
200,000 or more	9	0.8
Total	1,076	100

Source: U.S. Census Bureau, 2000.

In observing median family income by distributed classification in 2000, the data reveals a stark difference in classification distribution than household income (Table 2-22). The largest percentage of family incomes fall into the middle to high income classifications. In 2000, nearly 48% of families have an income of \$50,000 or more, while 11.6% have an income of less than \$15,000.

TABLE 2-22
2000 FAMILY INCOME
LUMPKIN COUNTY, GEORGIA AND THE UNITED STATES
(In Percentage of Number of Families)

INCOME CLASSIFICATION (\$)	DAHLONEGA %	LUMPKIN CO. %	GEORGIA %	UNITED STATES %
Less than 10,000	5.0	5.5	6.4	5.8
10,000-14,999	6.6	4.7	4.5	4.3
15,000-24,999	14.0	12.7	10.9	10.7
25,000-34,999	17.0	11.9	11.9	12.0
35,000-49,999	9.9	18.9	17.0	17.1
50,000-74,999	18.2	27.5	22.1	22.3
75,000-99,999	10.6	9.0	12.2	12.5
100,000-149,999	13.3	7.1	9.4	9.6
150,000-199,999	3.8	1.4	2.7	2.7
200,000 or more	1.6	1.3	2.9	2.9
Median (\$)	44,904	46,368	49,280	50,046

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

According to the 2000 Census, Dahlonega had 607 persons living below the poverty level. This is 16.7% of the total population (Table 2-23). While many of these individuals fall into the non-family (student) households, there are 140 children and 45 senior citizens that live below the poverty level in the City of Dahlonega. This means that nearly 30 percent of the children (age 0-17) within the city live below the poverty level, and slightly more than 10% of citizens in the city age 65 + live below the poverty level. Also, there are 66 or 11.4% of the families in Dahlonega live below the poverty level.

**TABLE 2-23
1990 and 2000 POVERTY CHARACTERISTICS**

POVERTY CHARACTERISTIC	1990	2000
Total Persons Below Poverty Level	302	607
% Total Persons Below Poverty Level	15.7	16.7
Total Children under 18 years Below Poverty Level	119	140
Total Persons 65 Years and Over Below Poverty Level	38	45
Total Families Below Poverty Level	61	66

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

Table 2-24 identifies that over 76% of the households in Dahlonega derive their income from earnings through salary and wage, or from income of self employment. This groups mean annual income in 2000 was \$41,018. About 27% of the households in Dahlonega receive Social Security income and three percent of the households rely on public assistance for a portion of their income. Just less than 18% of the households have a retirement income. The mean retirement income for these households in 2000 was \$15,411.

**TABLE 2-24
HOUSEHOLDS BY TYPE OF INCOME, 2000**

INCOME TYPE	# OF HOUSEHOLDS	% OF TOTAL HOUSEHOLD	MEAN INCOME (\$)
Earnings	819	76.1	41,018
Social Security	291	27.0	9,192
Public Assistance	32	3.0	1,291
Retirement	189	17.6	15,411

Source: U.S. Census Bureau, Census 2000 (SF 3).

SUMMARY ASSESSMENT OF THE POPULATION

- The city grew by almost 18% over the past decade. It is expected to grow by more than 35% over the next ten years and double within twenty-five years. It will be important for the city to development the management policies necessary to accommodate that type of growth. Such policies may be related to and have an impact on housing, infrastructure, community services, economic development and protection of natural resources.
- Dahlongega serves a much larger population than just its resident population. The peak functional population in the city occurs in the fall where it is estimated that there are more than 22,000 persons in town partaking in a number of activities. Public safety, utilities, traffic and roads, and local businesses are all impacted by the activities of this population. The functional population should be taken into full consideration as Dahlongega plans for growth and future needs.
- North Georgia College and State University has a major impact on the population of Dahlongega. It is anticipated that the student population will continue to remain the dominant age group in the city population. This informs the city about the type and location of housing and community services/activities that will be needed in the future. It is also anticipated that the percentage of senior population (age 65+) will increase in the future as well. The city will need to consider meeting the needs of this age group as well, which includes housing, health care and proximity to commercial and community services.
- The Latino population has most likely doubled within the city, and it is anticipated that is will continue to grow at a steady rate. The city will need to develop policies to understand and address the needs of this growing segment of the population.
- The number and percentage of persons living in group quarters in Dahlongega will continue to increase. This trend is attributed to the growth of the university. Also influenced by the university is the expected increase in the number and percentage of non-family households. The needs of these types of households centers around types and location of housing as well as non-traditional community activities (ie. recreation, alternative modes of transportation, other community activities and services). The number of households are expected to grow by almost 1,000 by the year 2025.
- Educational attainment within the City of Dahlongega is much higher than the surrounding communities and such level and expected to remain due to the influence of the university. This influence will continue to trickle down to the local schools, thus creating a positive impact on test scores and post secondary education opportunities.
- Incomes within the city will remain lower than surrounding communities primarily due college students living in the community and within non-family households. Most of the students have only part-time incomes and also rely on other income sources such as college loans and family contributions. It is important that there be affordable housing within the city and adequate employment opportunities in and around the city.

CHAPTER 3

HOUSING ELEMENT

The housing element of this plan provides the local governments with an inventory of the existing housing stock, an assessment of the housing stock's adequacy and suitability for serving current and future population needs, a determination of housing needs, and a set of policies and strategies for providing housing for all population sectors.

Upon completion of the housing inventory, the assess is intended to determine whether existing housing is appropriate to local housing needs and demands, especially with respect to the supply, type, condition and affordability of housing units in the community. In particular, an assessment is made of the existing or anticipated housing problems and issues, and what actions might be taken to improve the situation. The policies and strategies will set forth programs and actions for housing development and assistance to be undertaken over the next ten years.

INVENTORY AND ASSESSMENT OF HOUSING

NUMBER AND TYPES OF HOUSING UNITS

The total number of housing units in Dahlonega is increasing at an increased rate (Table 3-1). From 1980 to 1990 the total number of housing units increased from 767 to 890, a 16% increase. From 1990 to 2000 the total number of units increase to 1,181, a 32.7% increase. The rate of increase for the current decade doubled the previous decade.

Total housing units in Lumpkin County continues to increase at a high rate. The significance of this is that Dahlonega serves as the center of activity for the county including those residing in housing in the unincorporated portions of the county. Residence from the county travel into Dahlonega to work, shop, eat in restaurants, and participate in other activities. They have an impact on city businesses, streets, utilities and other services.

TABLE 3-1
HOUSING TRENDS, 1970 – 2000
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.

While the total number of single family has increased in Dahlonega over the past ten years, the trend has continued that its percentage of overall housing units is decreasing (Table 3-2). In 1990, single family housing made up 56.4% of total housing units, while in the year 2000 it is only 52% of the total housing stock. On the other side of this scenario is that multi-family housing in Dahlonega has more than doubled over the past ten years. Multi-family housing now accounts for one-third of the total housing stock within the city.

The data presented in this table coincides with the population data that is presented in the age distribution of the population as well as the household and income characteristics of the population. There is a rapid increase in the student population at North Georgia College and State University, thus creating a demand for the type of housing that students need. This translates into the increase in multi-family housing which units are smaller and affordable for students.

As a side note, the number of mobile homes within the city decreased from 1990 to 2000. This is an expected result of land becoming more valuable within the city for other residential and non-residential purposes as well as increase in the housing/building codes of the city. The homes are “mobile” and are easily removed to make way for new improvements.

**TABLE 3-2
TYPE OF HOUSING UNITS 1980-2000
CITY OF DAHLONEGA**

TYPE OF UNIT	1980	%	1990	%	2000	%
Single Family, Detached	481	62.7	502	56.4	617	52.26
Single Family, Attached	11	1.4	37	4.2	17	1.4
Multi-Family	184	24.0	174	19.6	390	33.0
Mobile Home, RV, Other	91	11.9	177	19.9	157	13.3
TOTAL	767	100	890	100	1,181	100

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

Seasonal housing does exist in Dahlonega, however it is not as much of an issue as it is in Lumpkin County and the Georgia Mountains Region. Those living in seasonal residential generally become part of the functional population which the city serves on a daily basis throughout the year.

TABLE 3-3
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.

AGE AND CONDITION OF HOUSING UNITS

Data on age of housing units are presents in Table 3-4, Table 3-5 and Table 3-6. This data show that there is a healthy growth of housing units within the city. In the year 2000, just over 37% of the housing units in Dahlonega were less than ten years old. This is reflected in the increased rate of total housing units within the city. The majority of the newer housing are multi-family units constructed to accommodate the growth of the university student population.

TABLE 3-4
AGE OF HOUSING UNITS IN 1980
DAHLONEGA AND LUMPKIN COUNTY
(In Number of Housing Units)

YEAR STRUCTURE BUILT	DAHLONEGA		LUMPKIN COUNTY	
	UNITS	%	UNITS	%
1970 to March 1980	240	31.3	1,331	34.7
1960 to 1969	179	23.3	908	23.7
1950 to 1959	128	16.7	594	15.5
1940 to 1949	41	5.3	292	7.6
1939 or earlier	179	23.3	590	15.3
Total	767	100	3,835	100

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

More than 22% of the housing stock in Dahlonega is more than 40 years old. This can shed light on a number of issues. Generally older housing is single family housing that is smaller in size and is often converted from owner occupied units to renter occupied units. These units tend to not be well maintained and are subject to housing code violations. Unless the city places an emphasis within a code enforcement program on improvements and maintenance, these housing units will more than likely become dilapidated.

The City of Dahlonega is a "Certified Local Government" and places a strong emphasis on historic preservation. This is a positive for older housing that resides within the designated historic districts. Dahlonega's preservation ordinance, which is overseen by a preservation commission, includes design guidelines for all structures, including housing. Most of the older housing within the city is located within close proximity of downtown and in a historic district. The city's emphasis on historic preservation has a positive impact on the maintenance and values of housing within the city.

TABLE 3-5
AGE OF HOUSING UNITS IN 1990
DAHLONEGA AND LUMPKIN COUNTY
(In Number of Housing Units)

YEAR STRUCTURE BUILT	DAHLONEGA		LUMPKIN COUNTY	
	UNITS	%	UNITS	%
1980 to March 1990	305	34.7	2,318	40.5
1970 to 1979	223	25.1	1,519	24.5
1960 to 1969	130	14.6	900	15.7
1950 to 1959	143	116.1	513	9.0
1940 to 1949	60	6.7	228	4.0
1939 or earlier	46	5.1	251	4.3
Total	890	100	5,729	100

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

TABLE 3-6
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	10,001	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.

Housing condition characteristics are presented in Table 3-7, Table 3-8 and Table 3-9. This data shows that problematic issues related to housing within the city are somewhat minimal. In the year 2000, there were no housing units that lack complete kitchen facilities and only six units that lacked complete plumbing facilities, which is only 0.6% of total housing units in the city. However, there are 48 housing units (4.1% of total housing units) in the city that are considered over crowded. This number is more than likely influenced by two factors. One is that students from North Georgia College and State University will share housing units to reduce their housing costs while attending school. The other is that the Latino population will generally have more than one family share housing or with a number of individuals to reduce their cost of housing.

These circumstances bring to light that some affordable housing is needed within Dahlonega to reduce overcrowding where it exist.

**TABLE 3-7
SELECTED CHARACTERISTICS OF HOUSING UNITS IN 1980
DAHLONEGA AND LUMPKIN COUNTY
(In Number of Housing Units)**

CHARACTERISTIC	DAHLONEGA		LUMPKIN COUNTY	
	UNITS	%	UNITS	%
Less than one complete bathroom	24	3.1	233	6.3
No complete kitchen facilities	20	2.6	121	3.3
Not connected to public sewer	304	39.6	3,176	85.5
Not connected to public water	47	6.1	2,940	79.1

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

TABLE 3-8
SELECTED CHARACTERISTICS OF HOUSING UNITS IN 1990
DAHLONEGA AND LUMPKIN COUNTY
(In Number of Housing Units)

CHARACTERISTIC	DAHLONEGA		LUMPKIN COUNTY	
	UNITS	%	UNITS	%
Lacking complete plumbing facilities	0	0.0	158	2.8
Lacking complete kitchen facilities	2	0.8	81	1.4
Not connected to public sewer	1	0.4	5,409	94.4
Not connected to public water	5	0.2	4,763	83.1

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

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 AND TENURE OF HOUSING

The occupancy rate within the city decreased from 1980 to 1990, but increased from 1990 to 2000 (Table 3-10). The housing occupancy rate in Dahlonega in the year 2000 was 89.8%. This rate is slightly less than the county and state, but is higher than in the Georgia Mountains Region which has a number of seasonal units.

Because there is a dominant student population there will always be a slightly lower rate of occupancy in the city. The student population is considered somewhat transitional in nature. Students, for a number of reasons, are constantly moving in and out of the city.

**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.

The percentage of owner occupied units versus renter occupied units corresponds to the type of population that exists within the city (Table 3-11). Renter occupied units have increased from 44.3% of all units in 1980 to 58.7% of all units in 2000. This increase in the number of rental units is directly linked to the increase in the number of students attending the university.

In comparing housing tenure in Dahlonega to the county, region and state, the city has a much lower owner occupied percentage and a much higher renter occupied percentage of units. Once again this reveals the influence of the college as well as the fact that the necessary infrastructure exists in Dahlonega to allow for higher density multi-family housing to take place.

**TABLE 3-11
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.

As stated earlier, Dahlonega does not have much of an issue with seasonal units and their impact on vacancy rates (Table 3-12). Comparatively, the city has a low vacancy rate of owner occupied units and a slightly higher vacancy rate for renter occupied units. Once again the higher vacancy rate for renter occupied units is due to the transitional nature of the student population.

**TABLE 3-12
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 3-13 and Table 3-14. 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 city are extremely lower than the county, region and 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.

**TABLE 3-13
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 3-14
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.

The average size of an occupied housing unit (persons per occupied housing unit) in the city decreased from 1990 to 2000 for both owner occupied units and renter occupied units. When compared to Lumpkin County and the State of Georgia, Dahlonega has smaller households for both owner and renter occupied units.

TABLE 3-15
AVERAGE HOUSEHOLD SIZE OF OCCUPIED UNITS BY TENURE
DAHLONEGA AND LUMPKIN COUNTY

AREA	PERSONS PER OWNER OCCUPIED UNIT		PERSONS PER RENTER OCCUPIED UNIT	
	1990	2000	1990	2000
Dahlonega	2.46	2.36	2.43	2.27
Lumpkin County	2.71	2.68	2.94	2.42
Georgia	2.76	2.73	2.49	2.47

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

COST OF HOUSING

Over the last twenty years the median value of a home in Dahlonega has more than tripled and nearly doubled over the past decade. This type increase in the value of homes in the city is very similar to what is happening to home values in the county and throughout the Georgia Mountains Region where the population growth is occurring at a rate higher than most of the state. This sheds light on the affordability of home ownership within the city and accounts for part of the decrease in owner occupied units in the city.

TABLE 3-16
MEDIAN HOME VALUE, 1980 - 2000
DAHLONEGA AND 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 bulk (74.5%) of the owner occupied housing units in Dahlonega were valued at less than \$100,000 (Table 3-17). In the year 2000, just the opposite has occurred where majority of home were valued at more than 150,000 (61%). Only nine percent of the homes in Dahlonega were valued at less than \$100,000 in 2000 (Table 3-18).

There is no doubt that the value and demand for homes due to the population growth in the area and the city's emphasis on historic preservation has created the tremendous increase in the value of homes in Dahlonega.

TABLE 3-17
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 3-18
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.

The majority of the owner occupied households in Dahlonega 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 burden may not have sufficient money for other necessities such as food, clothing and medicine. About 15% of the owner occupied households in the city 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 Dahlonega is 18.2%.

TABLE 3-19
SELCECTED MONTHLY OWNER COSTS AS A
PERCENTAGE OF HOUSEHOLD INCOME IN 2000
DAHLONEGA AND LUMPKIN COUNTY

Monthly Owner Cost as a Percentage of Household Income	DAHLONEGA		LUMPKIN COUNTY		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.

The median rent in Dahlonega increased from \$385 in 1990 to \$503 in 2000, only a 31% increase over the ten year period (Table 3-20). The city figure is lower than the county median and significantly lower than the median rent in the region and state for the same year. The increase the city experienced over the past decade is also significantly less than the county, region and state increases. This is mainly due to the demand for affordable housing by students and the construction of smaller multi-family units to accommodate the student's housing needs.

**TABLE 3-20
MEDIAN RENT, 1980 - 2000
DAHLONEGA AND 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 3-21
1990 SPECIFIED RENTER-OCCUPIED HOUSING UNITS
BY RANGE OF MONTHLY RENT
DAHLONEGA AND 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.

In 1990 nearly 57% of the renter occupied housing units had a monthly rent between \$250 and \$499 a month. Almost 16% had a rent less than \$250 a month. No rent of \$750 or higher existed in the city.

In the year 2000 only 11% had a rent less than \$250 a month. Over 50% had a monthly rent of \$500 or more a month. More than 110 renter occupied units have a monthly rent that is \$750 or higher.

TABLE 3-22
2000 SPECIFIED RENTER-OCCUPIED HOUSING UNITS
BY RANGE OF MONTHLY RENT
DAHLONEGA AND LUMPKIN COUNTY

AREA	SPECIFIED RENTER- OCCUPIED UNITS PAYING CASH RENT	LESS THAN \$250	\$250 - \$499	\$500 - \$749	\$750 - \$999	\$1000 OR MORE
Dahlonega	627	71	240	206	96	14
Lumpkin County	1,942	99	623	657	262	54

Source: U.S. Census, 2000.

Close to one half of the renter occupied households in Dahlonega are either cost burdened or severely cost burdened. Just less than 30% are cost burdened and 17.7% 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 household within the city. The city has a higher rate of cost burdened and severely cost burdened households for renter than compared to the county, but share similar rates with the region and state. The median gross rent as a percentage of household income in Dahlonega is 29.7%, which is just under the cost burdened threshold.

**TABLE 3-23
MONTHLY GROSS RENT AS A
PERCENTAGE OF HOUSEHOLD INCOME IN 2000
DAHLONEGA AND 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	47.8	943	48.6	56.4	56.0
30 to 49% (cost burdened)	183	29.2	370	19.1	31.5	35.4
50% or more (severely cost burdened)	112	17.7	323	16.6	13.6	16.5
Total Specified Renter Occupied Housing Units	627	100	1,942	100	100	100
Units Not Computed	32	---	306	---	4,182	83,149
Median Gross Rent as Percent of Household Income	29.7		25.6		---	24.9

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

A more detailed analysis of renter occupied households in Dahlongega reveals that the majority of the households that are cost burdened are living in multi-family housing (45%). Nearly one third are living in single family housing, with the remainder of the renters living in mobile home housing units.

TABLE 3-24
UNITS IN STRUCTURE BY GROSS RENT
AS A PERCENTAGE OF HOUSEHOLD INCOME
CITY OF DAGLONEGA, 2000

Gross Rent as a Percentage of Household Income	SPECIFIED RENTER OCCUPIED HOUSING UNITS			
	SINGLE FAMILY	MULTI-FAMILY	MOBILE HOME	TOTAL UNITS
30%-34%	5	46	5	56
35% or more	79	69	52	200
Total cost burdened or severely cost burdened	84	115	57	256

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

The median value of a home in Dahlonega increased by 125% over the past decade and the median rent only rose by 31% (Table 3-25). When compared to the increase in incomes over the past ten years, owner occupied housing in Dahlonega 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. 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.

TABLE 3-25
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.

- Median Family Income for Dahlonega increased by 50% from 1990 to 2000.

PROJECTED HOUSING NEEDS

Table 3-25 identifies projected housing needs within the City of Dahlonega . The total number of housing units in the city are projected to increase to 2,062 by the year 2025. This is projected to accommodate only about 60% of the total projected population in Dahlonega, as the remainder of the projected population will dwell in group quarters.

TABLE 3-27
PROJECTED HOUSING NEEDS, 2005-2025
DAHLONEGA
(Total Number of Housing Units)

CITY/COUNTY	2005	2010	2015	2020	2025
Dahlonega	1,250	1,391	1,596	1,838	2,062
Household Size	2.30	2.27	2.22	2.17	2.15

Source: Georgia Mountains Regional Development Center, 2004.

It is expected that the majority of the projected housing units will address the need of off campus housing for the growing student population at North Georgia College and State University. The type of housing that is needed by this group is multi-family rental housing.

In spite of the growth of the student population, the city should develop policies to set aside land that will encourage home ownership, particularly for attached and detached single family housing. To keep this type of housing affordable, the city may need to increase the density at which it allows single family housing.

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 Dahlonega reveals that there 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.

Homes, shelters, facilities and operations for victims of substance abuse and domestic violence are located in Lumpkin County and neighboring Hall County (Gainesville).

SUMMARY ASSESSMENT OF HOUSING IN DAHLONEGA

- The growth rate for housing has exceeded the population growth rate providing insight that the demand for housing is being met within the city limits.
- The percentage of single family housing in Dahlonega has steadily decreased over the last twenty years to just over 50%. This is a reflection in the demographic change in the population of the city over the same time frame, where college students are the dominant age group.
- The percentage of multi-family housing more than doubled over the past ten years and amounted to about one third of the total housing stock in Dahlonega in the year 2000. This is a further reflection and result of the population shift in the city.
- The increase in housing units over the past decade balances out the age of the cities housing stock with over 37% being less than ten years old. Over 22% of the housing in Dahlonega is more than 40 years old, but the city has an excellent historic preservation program that can help address the maintenance needs of older housing in the city.
- There is a slight over crowded housing problem in the city. It is mainly attributed to the student population sharing housing and to the Latino population where more than one family may share a housing unit due to housing affordability.
- Renter occupied units have nearly doubled over the past twenty years and make up about 59% of the total occupied housing units in Dahlonega. While the total number of owner occupied units has increased over the past twenty years, its percentage share of total housing was only about 40% in the year 2000. The owner to renter ration of vacancy for the City of Dahlonega is very low compared to the county, region and state.
- The average size of households in Dahlonega is decreasing for both owner and renter occupied units. Renter occupied units are decreasing due to the increase in the student population and increase in smaller multi-family housing units being made available for rent. The number of persons per owner occupied units are decreasing because the rest of the population in Dahlonega is aging.
- Home owner housing cost have increase by 125% over the past ten year and tripled over the past twenty years. This increase is significantly higher that what the county, region and state experienced over the same time frame. Rental cost have increased more modestly over the past decade at 31%.. This is less of an increase than seen at the county, region and state level. Local incomes have been able to keep up with the increase in the median rent, but not the median value of homes.
- Cost burdened and severely cost burdened households are occurring mainly in renter occupied housing in Dahlonega. This correlates with the low incomes and smaller non-family households associated with the college student population in Dahlonega.

- The number of housing units are expected to increase by about 1,000 units through the years 2025. The majority of these units will most likely be multi-family units accommodating the needs of the growing student population associated with North Georgia College and State University. However, these units will only address the needs of about 60% of the projected population growth in the city as a large percentage of the city population will dwell in group quarters. Dahlonega needs to develop policies that will encourage owner occupied single family housing.

CHAPTER 4

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.

Inventory

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

Source: U.S. Bureau of the Census

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 that 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

Source: U.S. Bureau of Labor Statistics

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

Source: U.S. Bureau of the Census

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

Source: U.S. Bureau of the Census

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

Source: U.S. Bureau of the Census

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

Source: U.S. Bureau of the Census

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 64.92 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 five 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 level. This level represents the future labor force and is the level 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

Assessment of Current and Future Needs

The overall economic development goal of Lumpkin County and the City of Dahlonega is to achieve a growing and balanced economy, consistent with available resources that benefit the community. The following is an assessment of needs to ensure a healthy economy for Lumpkin County and the City of Dahlonega:

- Encourage the development of a Regional Airport. An airport is needed in the area along the Georgia 400 corridor to attract business and industry as well as private individuals wishing to locate in the area. The airport does not have to be located in Lumpkin County but should be adjacent and accessible.
- Encourage the location of a technical college satellite in Lumpkin County. There is a growing need for technical skills training through Lanier Technical College, which is located in Hall County. A local facility is needed to train or retrain local residents.
- Promote the development of the water and sewer system for Lumpkin County and the City of Dahlonega. Efforts should be made to develop a system that will attract industrial and commercial development.
- Promote the expansion of transportation services. Due to the community growth, improvements in access roads and signals are needed for Highway 60 south to Georgia 400 as well as Highway 60 north of Dahlonega. To ensure quality growth along the 400 corridor, planning is needed to ensure landscaping, sign ordinances, and limited accessibility.
- Promote employment for local residents. The City and County must continue to work with the Development Authority and Chamber of Commerce to attract new jobs. A new Business Park South should be considered to attract high tech and white-collar firms.
- Promote the development of a new Conference Center to attract business and professional meetings. Efforts should be made to identify funding for a center to be located on the 230 acres along the reservoir north of Dahlonega. This would help to create new jobs as well as attract more businesses and individuals to the area.

Articulation of Community Goals and Associated Implementation Program

In order to achieve the economic goals of the Lumpkin County and City of Dahlonega, the implementation program plan should include the following:

- Preserve the historic character of Dahlonega. Efforts should be made to ensure that the merchants in the downtown area are able to maintain customers and attract new tourism business.
- Continue to grow the programs offered through the North Georgia State College and University. Efforts should be made to work with the president to ensure outreach to community based programs. Continuing education opportunities should be provided for residents seeking entrepreneurship training as well as business and industry needs for skill training.
- Promote the college related industry opportunities available in Lumpkin County and the City of Dahlonega. Military technology, medical lab technicians and nurses, and physics are three areas that offer qualified graduates for related industries looking for employees.
- Protect the natural forests in Lumpkin County, which covers a third of the County. This will help to ensure tourism as a major part of the economic growth. It will also help protect the colleges' investments in the military training camp facility.
- Promote agribusiness opportunities in the area. The rural areas of the county support not only fish and wildlife but offer land for crops and livestock pastures. The three major wineries also contribute to the economic growth of the area.
- Promote the development and completion of a water and sewer system to serve the entire area. Work with both private firms and public utilities to complete a reliable water loop system for Lumpkin to serve both the 400 corridor as well as the areas north of Dahlonega.
- Promote diversity of industries in the area by using the natural resources available to attract new business. Identify locations for business office space to support high tech, white-collar workers and incubator firms. Also aggressively pursue organizations that match the water and sewer infrastructure such as chemical, food, and plastic manufacturing firms.

CHAPTER 5

COMMUNITY FACILITIES AND SERVICES ELEMENT

The community facilities element provides local governments the opportunity to inventory a wide range of community facilities and services, to assess their adequacy for serving the present and future population and economic needs, and to articulate community goals and an associated implementation program for providing the desired level of public facilities and services throughout the planning period. The purpose of this element is to assist local governments in coordinating the planning of public facilities and services in order to make most efficient use of existing infrastructure as well as future investments and expenditures for capital improvements and long-term operation and maintenance costs. Each local government must address in this element those facilities that provide service within its jurisdiction.

INVENTORY

PUBLIC SAFETY

POLICE SERVICES

The City of Dahlonega does not operate its own police services, but contract with Lumpkin County to provide police services to all residents, businesses and industry located within the city.

The county sheriff and all deputies are certified law enforcement officers having received their training at the State of Georgia P.O.S.T training center in Forsyth, Georgia. In addition, all are CPR and First Aid trained to be able to respond quickly to any emergency situation.

The sheriff's office is located in Dahlonega so, the average response time to police calls within the city is just less than three minutes.

The department participates in local school presentation and teaching activities.

Staffing levels and equipment provision are considered adequate at the present time. However, additional personnel are likely to be needed to keep up with future city/county population and economic growth. Future Homeland Security initiatives at the federal and state level will more than likely have a great impact on staffing and equipment. Lumpkin County will need to determine additional staffing needs to maintain sufficient levels of service through the year 2025.

The city provides municipal court services which are located at City Hall. The city contracts privately with a solicitor to provide the service. The court is attended and assisted by the county sheriff's department and city marshal.

OTHER PUBLIC SAFETY SERVICES

Excellent Fire, EMS and EMA services are provided by Lumpkin County within the City of Dahlonega. Within Dahlonega the ISO rating is a Class 6. The future level of these services are determined by Lumpkin County, which has a methodology it employs in meeting community needs and demands.

WATER SUPPLY

The city water department supply water services for city residents, businesses and for North Georgia College and State University. The department serves approximately 2,000 customers. Dahlonega also serves as Lumpkin County's primary source of water. The city currently has a five year contract with the county and is re-visited every two years.

The water department employs four persons that maintain water treatment plant and system. Billing and administrative services for the water department are managed by the city staff located in city hall.

Dahlonega owns and manages a water treatment facility. The plant was originally constructed in 1976 and has been periodically upgraded to meet demand and maintain water quality. The latest plant upgrade took place in 1997. The facility has the capacity to treat 1.5 million gallons of water per day (MGD). The plant operates between 1.1 MGD and 1.7 MGD.

The water supply for the city comes from state permits for a surface water withdrawal and permits for two well systems. The surface water permit is for a withdrawal of up to 1.5 MGD from Yahoola Creek. The permitted average daily withdrawal from the tributary is 1.25 MGD. The two well systems, one located on Hamp Mill Road and the other at Birch River Development are permitted for up to 700,000 gallons per day (GPD).

There are five water storage tanks in the city, two elevated and three above ground tanks, that store up to 1.6 MGD. The three ground tanks are between twenty and forty years in age and may need replacement in the near future. The two elevated tanks are less than ten years in age.

Based on population projection, the city water system has the capacity to supply water to city residents and business close to the year 2009 where the residential demand will be just less than 750,000 and commercial demand will be approximately the same. Beyond the year 2009 the city will need to upgrade its treatment capacity and increase its permit for water withdrawal.

Future demand for water needs can be impacted by unanticipated commercial and industrial growth. It is important that the city pay close attention to its water supply resources and capacity needs.

The 150 acre Yahoola Creek Reservoir should be coming on line by the year 2010 and should serve as a future water supply for the city and Lumpkin County. The reservoir has the

capacity to provide water needs beyond the horizon of this plan. To prepare for the future Dahlonge has plans in 2004/2005 to develop a Master Water and Sewer Plan.

WASTEWATER

The city operates a wastewater treatment facility and maintains a collection system that covers most of the original city limits. The plant has a state permit to treat up to 1.4 MGD and is allowed a discharge into a location on Yahooola Creek downstream and south of the city.

The plant's current average treatment is about 600,000 GPD and has had peak treatment of about 1.4 MGD during heavy rains due to infiltration and inflows. It is estimated that the wastewater treatment plant will not need any upgrades for the next seven years. The plant is operating at approximately 50% of its permitted capacity.

The wastewater collection system has an annual maintenance program that refurbishes and improves existing lines, and installs lines that need replacement or are new and being extended to additional customers. The city has an annual expenditure of \$300,000 to \$500,000 on the maintenance and expansion of the wastewater treatment and collection system in the city.

To prepare for the future Dahlonge has plans in 2004/2005 to develop a Master Water and Sewer Plan. This plan will address future upgrade to the existing wastewater treatment facility, continued maintenance of the collection system, future discharge permit needs, and future new plant locations.

PUBLIC WORKS

Dahlonge has a Public Works Department that employs thirteen full-time workers. This department performs a variety of tasks and responsibilities. The department maintains the city streets, sidewalks and right-of-ways, as well as the city cemetery, and recreation facilities. (Roads and other transportation facilities are presented and analyzed more closely in the Transportation Element of the plan.) This department is also charged with weekly residential solid waste pick-up and disposal and collection of recycling. The City owns its own garbage truck for garbage pick-up.

The department is in immediate need of one additional worker. To maintain the current level of service the city will need to employ two additional workers by 2008 and operate a department of 28 employees by 2025.

RECREATION

The City of Dahlonge does not provide recreation services, but the city does maintain two passive city parks and two gateway parks into the city. The city parks are located on Hawkins Street and on Riley Road. Both parks provide playground equipment for children and have pavilions. They are approximately one acre in size. The park on Riley Road, adjacent to city hall, provides a walking path around the periphery of the park. The two gateway parks in the city are very small in nature and provide attractive landscaping and pedestrian seating for those who use the facilities.

Organized recreation programs are offered to Dahlonega citizens through the Lumpkin County Recreation Department.

The park facility currently meets the needs of the city. However, the city will need an additional six acres of park space to meet the needs of projected population growth in this plan. The city will need to provide for one full-time position and one part-time position to manage future demand and maintenance of these facilities.

GENERAL GOVERNMENT

A new city hall was constructed and opened in 1989. The current 5,700 square foot facility houses city council chambers, administrative offices and public works offices. City administration employs eight persons, including a city manager, a city clerk, billing clerk, administrative assistants, a city planning official, code enforcement official and special projects manager. The city issues business licenses, all development permits and inspection certificates.

The city hall facility was constructed to house these services through the year 2020. However, the city has already out grown the current facility. By the year 2006 there will need to be extensive modifications to the existing city hall or a new building must be under way by 2007. The current level of municipal administrative service provided is considered adequate. To maintain this level of service the city will need to add five additional workers by the year 2015.

EDUCATION

The City of Dahlonega does not operate a local school system. School age children within Dahlonega attend either school with the Lumpkin County School System or privately.

The Lumpkin County School System operates an elementary school, middle school and high school within the city limits of Dahlonega. The Lumpkin County Elementary is located on School Drive. The facility hosts 640 students in grades Pre K-5. The school has a staff of 82, including 46 teachers and two administrative personnel. The student teacher ratio for the school is 14:1. The Lumpkin County Middle School is located on school drive and host over 820 students in grade 6-8. The school has a total staff of 101, including 60 teachers. Lumpkin County High School has about 1,000 students attending has a staff of 96 including 65 teachers. Both the middle school and high school facilities were recently constructed to accommodate new growth. There are also two elementary schools located in Lumpkin County, one of which was recently constructed in the southern portion of the county.

North Georgia College and State University, located on a 200 acre campus in Dahlonega, is a four year senior college offering over 40 majors. The college has a total enrollment of approximately 4,400 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. A new Masters degree program in physical therapy has been added to the education masters degree program as well as masters programs in public administration and business. The college has a highly regarded ROTC program and is the only public, coeducational, liberal arts, senior military college in the nation.

In 1990, the university opened a new 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 325.

The university recently expanded 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. Expansion plans also call for the development of a 200 acre addition to the campus with housing for 2,600 students, classrooms and recreation facilities.

SOLID WASTE

Residential solid waste is collected weekly by the public works department. After the solid waste is collected it is taken to the city transfer station. The waste is then taken from the transfer station to the Eagle Point Landfill in Forsyth County (a private landfill) Dahlonega participates in a city wide resource recovery program (recycling). These materials are taken to a resource recovery center in Gainesville, Georgia. Solid waste services is paid for from an enterprise fund and entirely supported through service revenues. Dahlonega is participating in the Lumpkin County Joint Solid Waste Management Comprehensive Plan, which is currently being prepared and will be submitted to the Georgia Department of Community Affairs for review and approval.

HOSPITALS AND HEALTH FACILITIES

ChestateeRegional 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. There are 14.2 hospital beds per 1,000 persons in the city.

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. This program is used by an average of 90 patients a year.

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 Dahlonega. Currently, the facility has 102 beds with 100 being occupied. Gold Hill also operates a private personal care home. Which is permitted for 15 beds (13 occupied). The facility is designed to accommodate 40 persons. The other personal care facility, Northwoods, provides 15 beds and is at full capacity with a waiting list.

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.

LIBRARIES AND OTHER 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 6,000 patrons. There are two full-time staff persons with three 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. However, local officials estimate that the library will exceed its designed capacity before the twenty year period. County departments use the library for meetings, offices and storage space. The library plans to increase its reading selections, especially in the young adult section. The library's long range plans include computerizing its catalog system and allocating space for archives and genealogy research. Other library facilities include those located at the local public schools and North Georgia College.

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).

SUMMARY ASSESSMENT OF COMMUNITY FACILITIES AND SERVICES

- The county provides excellent public safety services to the city and has a methodology to increase staffing levels as the population grows and demand for services increase.
- The city has adequate water and sewer facilities at least through the year 2015. To adequately plan for the future of water and sewer infrastructure in the city, Dahlonega is preparing to develop a long term Master Plan for Water and Sewer in the city.
- The city will need about six acres of park land by the year 2025 to accommodate the recreation needs of the projected population. Staff will need to be added accordingly.
- City hall facility may adequately serve the city through the year 2007. Five additional employees will need to be added to the administrative staff by 2025 to provide the same level of service that is currently provided.
- Solid waste services in the city are adequate and should be continued to be supported through user fees.

CHAPTER 6

NATURAL RESOURCES ELEMENT

Introduction

This chapter provides an inventory of the natural resources in the City of Dahlonega, 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 in the City of Dahlonega, Georgia.

Location

The City of Dahlonega lies in the foothills of the Blue Ridge Mountains in north Georgia. Dahlonega is the county seat of Lumpkin County and is the only incorporated area within the County. Dahlonega is situated 22 miles northeast of Gainesville and 70 miles northwest of Atlanta.

Weather and Climate

Dahlonega's climate is characterized by mild summers and rather cold winters. The mean annual temperature is 59 degrees Fahrenheit, varying from a mean of 41 degrees in January to 76 degrees in July. Daytime temperatures often reach 95 degrees Fahrenheit in the summer months but rarely reach 100 degrees. Evening temperatures cool to approximately 60 degrees. Winter temperatures often drop below freezing but rarely below zero. The average freeze-free growing season is about 200 days, and it extends from mid-April to late October.

Average annual precipitation is approximately 62 inches and consists mainly of rainfall. Winter and early spring are normally the rainiest seasons. Prevailing wind directions are variable due to the hilly terrain. (Source: Soil Survey of Dawson, Lumpkin and White Counties, Georgia)

Geology and Topography

Dahlonega is located in the uplands of the Southern Piedmont Section of the Piedmont Physiographic Province, which is part of the Appalachian Highlands Major Division. Terrain is sloping to very steep, with the highest elevation being approximately 1,720 feet found atop Crown Mountain. Rocks underlying the Piedmont are primarily granite, gneiss, schist, slate, and related metamorphic rocks.

Current city limits of Dahlonega lie within only one district of the Southern Piedmont Section: the Dahlonega Upland District. The Dahlonega Upland District is characterized by rough, hilly terrain and ridges ranging in elevation from 1,500-1,700 feet. Streams that flow out of the northern Blue Ridge parts of the County have cut deep, narrow valleys of 500-600 feet below.

Watersheds

The Chestatee River has its headwaters in northeast Lumpkin County and flows southward to the east of Dahlonega. Yahoola Creek, the City's water supply source, flows southward near the City's north and east edges, and in some places enters the City limits. It joins with the Chestatee River near the City's current southern most point. Cane Creek flows southward to the west of the City. It enters the Chestatee River approximately one mile south of the City on the west side of the Chestatee River.

Branches of the Chestatee River, Cane Creek and Yahoola Creek are found in the City. Major branches include Tanyard Creek, which feeds Yahoola Creek, and Happy Hollow Creek and Tributary C which feed into Cane Creek.

Changes to the upland areas have resulted in an increased amount of paving or other impervious surfaces, which increase the amount and rate of stormwater runoff, thus causing more severe flooding. Tanyard Branch, Happy Hollow Creek, and Tributary C are very sensitive to changes in upland use.

Water Supply Watersheds

The City of Dahlonega operates a public water intake on Yahoola Creek just north of Wimpy Mill Road. This public water supply watershed 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 water intake, the Yahoola Creek Reservoir is proposed to be a future source of public water supply for the city and county. This proposed reservoir shares the same watershed as for Dahlonega's intake, but also includes the Ward Creek watershed.

A watershed protection plan will provide protection of the Yahoola Creek and Ward Creek watersheds. In addition, DNR criteria require a reservoir management plan.

Flood Plains

Sediment from streambank erosion can reduce a stream's capacity to carry flow, also increasing the severity of flooding. Land use planning within the flood plains should prevent unwise flood plain development and encourage greenbelts along both sides of streams to reduce sedimentation and stormwater pollution. Areas of flood hazard within the city of Dahlonega are indicated on the Future Land Use Plan as parks, recreation and open space.

Soils

Knowledge of soil properties can be useful when determining the suitability of land uses in particular areas. Table 6-1 indicates the various soils in Dahlonega and their limitations on certain development. The locations of the various soils in Table 6-1 are illustrated on the following map. Outlined below are descriptions of the soil series found in Dahlonega and at what percentage they occur.

Approximately 27% of Dahlonega's soil is in the Hayesville Series (HIE, HJE3, HLF). Hayesville soils are moderately deep to deep, well-drained soils, but pose severe limitations on development.

Approximately 26% of Dahlonega's soil is in the Musella Series (MCE, MCG). The Musella Series consists mainly of moderately deep, well-drained soils on uplands, which also pose severe limitations on development.

The Rabun Series (RbD3, RbE3) composes approximately 17% of Dahlonega's soil. The Rabun Series consists mainly of moderately deep to deep, well-drained soils which pose moderate to severe limitations on development.

Approximately 16% of Dahlonega's soil is in the Tallapoosa Series (TbE, TdG). The Tallapoosa Series consists of well-drained to excessively drained soils, usually found on steep slopes. These soils have severe limitations on septic tanks, dwelling foundations and commercial structures.

The Cartecay soil series, which composes approximately 3% of Dahlonega's soil, consists of somewhat poorly drained to moderately well drained soils occurring mainly on flood plains. These soils also have severe development limitations.

Approximately 4% of Dahlonega's soil is in the Hiwassee Series (HSD, HSF). The Hiwassee Series consists of deep, gently sloping to steep, well-drained soils. At lesser slopes, these soils pose only moderate limitations on development.

Soil Erosion

The city and county are 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 and Dahlonega have adopted a revised ordinance, which reflects the new provisions.

Prime Agricultural and Forested Lands

Some prime agricultural lands existed at one time in Dahlonega, mainly in the bottom land along the a few of the tributaries in the city. But for the most part, slopes in the city are considered too steep for agricultural purposes. No agricultural land currently exists in the city.

While there are tracts of land in Dahlonega that are forested, they mainly exist that way because they are vacant and not yet developed. There is no land within the city limits that is specifically designated for commercial forestry activity. Forested areas within the city are impacted by development. The city has a tree adopted a tree protection ordinance to protect and encourage the preservation of forest cover and maintain the scenic beauty that exist in Dahlonega.

Steep Slopes

Like most of the Northeast Georgia region, there are large areas with slopes exceeding 30% in Dahlonega. Most of these steep areas are found throughout the city. The Steep Slopes Map shows areas of city with slopes generally in excess of 30%. Steep slope areas in the city may not be adequately protected. As mentioned in previous sections, municipalities are aware of the amendments to the Georgia Erosion and Sedimentation Act dealing with construction and development site erosion. Steep slopes and soil erosion are of concern in the Georgia Mountains region, but currently no specific erosion-due-to-steep-slopes regulations exist for just the Georgia Mountains region. Because of the amount of steep slopes that exist in Dahlonega, the city may need to pursue a stormwater management ordinance to adequately address run-off from site as they are developed and afterwards in particular.

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 for more than 50 species of plants and about 20 species of animals. Under the Natural Heritage Inventory Program, the Georgia Department of Natural Resources is 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 environment of Lumpkin County is conducive to four (4) species of protected wildlife: the *Felis Cougar*; the *Myotis Sodalis*; the Red Cockaded Woodpecker; and the Southern Bald Eagle. The following paragraphs summarize their preferred habitats as well as whether or not any sightings of the four species have been made in Lumpkin County or in the Georgia Mountains region.

The *Felis Cougar*, commonly known as the Florida cougar, panther and mountain lion, is a large spotted cat with a small, rounded head and long tail. The cougar may exist in northern Georgia (the northern two-thirds of Lumpkin County) within the vast tracts of

undisturbed land. Although the environment may be suitable for cougar habitat, no sightings have been reported. 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. Its preferred habitat is caves with moderately cool temperatures and high humidity. No sightings have been reported in Lumpkin County or in the Georgia Mountains Regional Development Center area.

The *Red Cockaded Woodpecker* is an endangered species that feeds in the upper regions of large pines 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.

The *Southern Bald Eagle*, 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.

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 7-1 provides a general overview of the major forest types based on ranges of elevation in Lumpkin County.

**TABLE 7-1
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, *The Atlas of Georgia*.

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. The National Forest is in relatively close proximity to the City of Dahlonega

**TABLE 7-2
NATIONAL PARKS AND RECREATIONAL AREAS**

National Park and Recreational Area	Description/Location	Amenities
Chestatee Wildlife Management Area	Northeast corner of Lumpkin County	
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

Dahlonega and Lumpkin County are 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."

Probably the view that Dahlonega is known for is the view of gold spire at North Georgia College and State University when one enters the city from the south on Georgia State Route 60 and is looking north with the college in the foreground and the National Forest in the distant background.

Groundwater Recharge Areas

Dahlonega does not contain any noted groundwater recharge areas.

Wetlands

Freshwater wetlands are regulated under Section 404 of the Clean Water Act, which requires that a permit be obtained to dredge or fill in waters of the United States. The Section 404 permitting program is administered by the U.S. Army Corps of Engineers, with oversight by US EPA. In 1989 the Georgia DNR adopted rules requiring local governments to identify wetlands in the Comprehensive Plan process, pursuant to O.C.G.A. §12-2-8. Wetlands are areas that are seasonally flooded or saturated by ground water, such as swamps, marshes, or bogs. Typically, they support certain types of vegetation adapted to saturated soil conditions. Wetlands soils also have certain characteristics caused by low oxygen levels from saturated conditions. Wetlands have been the subject of a great deal of attention (and sometimes controversy) in recent years. They are valuable in that they provide fish and wildlife habitat, water quality benefits, flood attenuation, shoreline stabilization and protection, and groundwater recharge.

The Comprehensive Plan guidelines require that local governments identify wetlands mapped by Georgia DNR in its statewide mapping program. Fortunately, Georgia DNR recognizes the National Wetland Inventory (NWI) as the official source for wetland mapping. The U.S. Fish and Wildlife Service performs the NWI. Accordingly, wetlands are depicted in the NWI mapped wetland areas in Dahlonega and Lumpkin County.

The City of Dahlonega has already incorporated wetlands mapping (at no less than a 5-acre minimum area) into their planning process, as required by law. The city has adopted an approved wetlands protection ordinances.

CHAPTER 7

HISTORIC AND CULTURAL RESOURCES ELEMENT

The City of Dahlonega was incorporated shortly after the discovery of gold in 1828 and continues to be influenced by gold discovery. Today, tourists come to see the historic town square, learn about its colorful history, and try their hand at gold panning. The following section briefly describes the history of Dahlonega and how it came to be what it is today.

History of Dahlonega

The discovery of gold in 1828 in present-day Lumpkin County caused one of the first major gold rushes in the nation. Miners poured into the Cherokee Territory, beginning a period known as the intrusion when the U.S. Army tried unsuccessfully to eject the intruders. Rough mining communities sprang up. The earliest of these was Auraria, located southwest of present day Dahlonega.

In 1832, the Cherokee lands, which had been seized by the State of Georgia, were distributed to the people of Georgia by a land lottery. Lumpkin County was created and Auraria temporarily served as the county seat until a permanent site could be selected. In 1833, an unnamed site, which would become the City of Dahlonega was established as the official county seat of Lumpkin County on Land Lot 950, 12th District, 1st Section. The new town was surveyed and the present day gridiron pattern with a public square was laid out. A permanent courthouse was built on the square in 1836 and residential and commercial uses developed around it.

In 1837 the Cherokees were forcibly removed from the territory to be resettled west of the Mississippi River. A location known as "the station" from which the State Historical Marker is missing was the local site for collecting the Cherokees for their removal via "The Trail of Tears."

The U.S. Government recognized the importance of gold mining in Lumpkin County and in 1838 established a U.S. Branch Mint at Dahlonega, for the minting of gold coins only. The branch mint operated until the start of the Civil War, ceasing operation in June, 1861. In 1871 the U.S. Government passed ownership of the mint to the State of Georgia for the establishment of North Georgia Agricultural College, now North Georgia College. The branch mint building burned in 1878 and in its former location the construction of Price Memorial Hall began in 1879. It was completed in 1880. Toward the late 1840's the easy gold began to "pan out" and many miners moved on to the gold fields in California and Colorado. However, the lure of gold was not forgotten in Dahlonega. New efforts at gold mining started again in the mid 1850's and the early 1900's as mining technologies developed.

In the mid 1960's, Lumpkin County moved its county government operations from the 1836 courthouse to a new site away from the public square. The old courthouse became a state

operated gold museum, and revitalization projects kept the historic square alive by attracting tourists to the colorful historical landmarks of this old gold mining town.

Significant Historic Properties

The city of Dahlonega has numerous historic properties, be it houses, commercial buildings, public institutions, educational buildings, etc, throughout the city. A historic resource survey was done to identify and catalog the resources in the city, but the survey primarily focused on the Court House Square and the streets immediately surrounding the square. A total of 178 resources were identified in the survey, which is continuously updated. The complete survey is kept with the Dahlonega Historical Society.

The resources identified in this plan are those that are considered to be landmark resources. These are the considered to be the best example of a particular type of resource. Significant historic properties in Dahlonega are inventoried below and classified into three categories: Landmark buildings and structures; Residential, Commercial and Industrial Districts; and known and potential archaeological sites. For locations of these historic properties see Map 4.

A. LANDMARK BUILDINGS AND STRUCTURES

1. Historic Lumpkin County Courthouse
The historic Lumpkin County Courthouse, now the Dahlonega Courthouse Gold Museum, houses the story of the nation's first major gold rush and is now the oldest public building in North Georgia. Built in 1838, it is significant in the areas of architecture, commerce, politics, and history.
2. Historic Lumpkin County Jail
The historic Lumpkin County Jail was constructed in 1884, the fifth jail in the history of Lumpkin County. It is significant in the areas of architecture, politics, and government. Architecturally, the structure is Italianate in design and one of the most elaborately-detailed jails in the Georgia Mountains region. In politics and government, this jail is important as the fifth jail for Lumpkin County. The use of brick, the inclusion of the jailer's quarters and the conversion from wood to steel cells around 1942 represent changes that occurred in the criminal justice system.
3. Price Memorial Hall
Price Memorial Hall remains essentially unchanged since its construction, which began in 1879. The building stands on the basement foundation of the United States Branch Gold Mint, which burned in 1878. It is significant for its architecture, which is a blend of Victorian Gothic, Italianate, Second Empire, and Classical Revival.
4. St. Luke Catholic Church
St. Luke Catholic Church, formerly the Dahlonega Presbyterian Church, was constructed in 1899. The church is a typical Victorian-era church structure. Significant architectural details include a squared bell tower, beaded fascia boards, and pedimented porticas.
5. Vickery House
John D. Fields constructed Vickery House, also known as the Old Fields Place, and now the Dahlonega Club, around 1860. The house is significant in the areas of architecture and education. The residence is significant architecturally as it is a Victorian-era house designed for a middle-class family. Ornamentation on the house includes turned porch posts, irregular roof lines, and beaded ceilings and wainscoting. However, the Vickery House lacks the more flamboyant Victorian-era characteristics such as turrets, bays, or elaborate shingling. The house is significant in the area of education as one of the first owners, B.P. Gaillard, was one of the most popular professors at North Georgia College from its beginnings in 1873 until his retirement in 1923.
6. Dahlonega Baptist Church
The Dahlonega Baptist church was constructed in 1897 at a cost of \$4,200 and is located at Chestatee and Maple Streets across from the Smith House. The church is significant architecturally as it has retained its original form and squared bell tower. Details such as unique Gothic pointed arch windows with brick lintels, round Rose windows, and raised brick corner trim also contribute to the structure's

architectural significance. Colonel W.P. Price contributed \$1,000 to the construction of the church. The Baptistery under the church is lined with copper made from old stills donated to the church at the suggestion of Colonel Price.

7. Seven Oaks

The William P. Price home, also known as Seven Oaks, is significant in the areas of architecture and education. In architecture, the house is significant as it is a Georgian plan house, with four rooms over four rooms with a central hallway. This house plan was typical of the mid-nineteenth century, decades earlier than the more asymmetrical house plans popular in 1875 when the Price home was constructed.

The house still contains significant features of its original design including gabled window lintels, several original but simple mantels, and an original staircase. The Price House is significant in education as the original owner, William Price, was the President of the Board of Trustees of North Georgia College from 1870-1908 and was instrumental in the founding and nurturing of the school.

8. Galusha-Moore House

The Galusha-Moore House, located on West Main Street, was constructed in 1910. The house exhibits important architectural characteristics. Dahlonega's only four-square house is constructed of molded concrete block, often called granitoid, a scarcely used building material in the area. The house contains a two-story wrap-around veranda, dormer windows, and a central chimney protruding from a pyramidal roof.

9. Moore Cottage

The Moore Cottage was constructed in 1876 as the post-Civil War house of R.H. Moore and his wife, "Lucinda" Morrison Moore. The cottage is significant architecturally as it is a vernacular interpretation of the traditional Southern Raised Cottage, more commonly found in the coastal and piedmont areas of Georgia. Mr. Moore, a coiner at the U.S. Branch Mint from 1849-1853, also commanded a regiment in the service of the Confederacy.

10. Moore Place

Moore Place, built originally in the 1840's, was added to until reaching its present appearance around 1890. The two-story house exhibits a central hallway with equal rooms on either side, a two-story pedimented portico and paired double-hung sash windows. Of special note is the salt-box-like slope of the roof to the rear.

B. RESIDENTIAL, COMMERCIAL AND INDUSTRIAL DISTRICTS

1. Dahlongega Commercial Historic District

The Dahlongega Commercial Historic District is an intact collection of late 19th century and early-to-mid-20th century commercial structures and several frame dwellings located around a public square with a two-story brick courthouse situated in the center. The district is significant architecturally for the intact condition of its historic structures and its distinct historic downtown environment. Architectural styles represented within the district include Greek Revival, Italianate, Queen Anne, and Victorian Eclectic. The Dahlongega Commercial Historic District is also significant as it has served as the commercial center since the town's establishment in 1833 and the original layout of roads and building lots continue to be utilized by the original town plan.

2. Park Street Residential District

The Park Street Residential is located next to the Commercial District. This neighborhood is named after an early resident, Thomas Park. This area is significant for its use of vernacular numerous vernacular buildings, some of which the original intent is obscured by numerous additions completed over the years. Secondly, this area is also significant for the broad time span represented as a residential district.

The street comprises of. Developments of the neighborhood begun from the 1840s through the 1806, though none of those residences are extant today. The early surviving residence is "Seven Oaks" (ca. 1875), a National Register of Historic Places listed residence. There most recent historic residence is the "Atkinson House" (1965) a Modern styled residence.

C. KNOWN and POTENTIAL ARCHAEOLOGICAL SITES

1. Dahlongega Consolidated Gold Mine

The Dahlongega Consolidated Gold Mine, located approximately one mile northeast of downtown Dahlongega, is a mining complex covering about 90 acres of mostly hillside, with some bottom land. Several historic buildings and structures are contained within this complex which include an assay building, a fire chamber and smokestack, the foundation walls of a stamp mill, and the subsurface remains of numerous buildings and structures - a chlorination plant, shaft houses, a machine shop, a boiler room, railroad tracks, sluices, and the mine itself.

The Dahlongega Consolidated Gold Mine is significant in commercial history primarily because it was one of the largest gold mines in the country at the time it was built in 1897. As the documentation of this site suggests, the

former gold mine contains potential archaeological significance and should be protected and assessed by professional archaeologists.

2. Crisson Mine

The Crisson Mine is located 2.5 miles northeast of Dahlonega on Morrison Moore Parkway East. Mining operations began there in 1847.

3. Mustering Grounds

The small one square block area which are the remains of Dahlonega's Mustering Grounds is a fraction of the original space.

ASSESSMENT OF HISTORIC RESOURCES

The threats to historic resources are various and often numerous. Most often the greatest threats come from demolition by neglect and abandonment of historic resources. This is closely followed by incompatible alterations or reuse. Development pressures also can negatively impact historic resources.

Protection of historic resources comes in many forms including; historic societies, historic preservation commissions, ordinances, grants, etc.

CHAPTER 8

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	108,988	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.

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

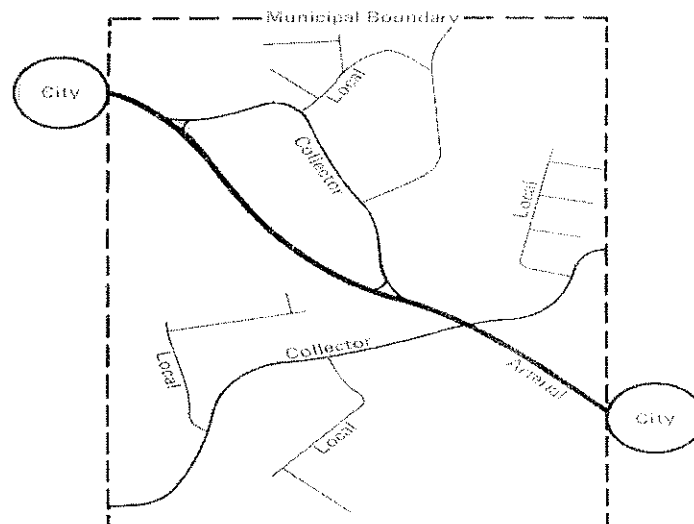
Key For Functional Classification	Stands For
IPA	Interstate Principal Arterial
PAR	Principal Arterial- Rural
MAR	Minor Arterial- Rural
MCR	Major Collector- Rural
NMC	Minor Collector- Rural
LOC	Local- Rural
UFY	Freeway- Urban
UPA	Principal Arterial- Urban
MAS	Minor Arterial- Urban
CST	Collector Street-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

- 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.
- 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.
- 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 8-4:
Illustrates
 Rural Local Characteristics

- | Characteristics of Rural Local Highways Summary | |
|--|--|
| 1. | Adjacent Land is Primary Function |
| 2. | Shortest distances |
| 3. | Low Speeds |
| 4. | Low Volumes |
| 5. | 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 Grove 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
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. Further details of this data is available for review at Georgia Mountains RDC.

**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	Morrison Moore Pkwy E	PAR/MAR	12,919
SR 60 Bus.	South Chestatee Street/N Grove 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>	≤ 0.34	≤ 0.34	≤ 0.34	≤ 0.34	$> 42 \text{ mph}$	$\leq 5 \text{ sec}$
<i>B</i>	≤ 0.34	≤ 0.34	≤ 0.34	≤ 0.34	$> 34 \text{ mph}$	$\leq 10 \text{ sec}$
<i>C</i>	≤ 0.34	≤ 0.34	≤ 0.34	≤ 0.34	$> 27 \text{ mph}$	$\leq 20 \text{ sec}$
<i>D</i>	≤ 0.34	≤ 0.34	≤ 0.34	≤ 0.34	$> 21 \text{ mph}$	$\leq 30 \text{ sec}$
<i>E</i>	≤ 0.34	≤ 0.34	≤ 0.34	≤ 0.34	$> 16 \text{ mph}$	$\leq 40 \text{ sec}$
<i>F</i>	≤ 0.34	≤ 0.34	≤ 0.34	≤ 0.34	$\leq 16 \text{ mph}$	$> 40 \text{ sec}$

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.

**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/ Yahooola Rd/ Yahooola 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 Road	MCR/NMC	A,B	A,B,C	D,C,E	L,X
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 y 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 previous 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 where 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

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:

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

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 Walmart 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
Dahlongega- Dahlongega 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.

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.

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.

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?

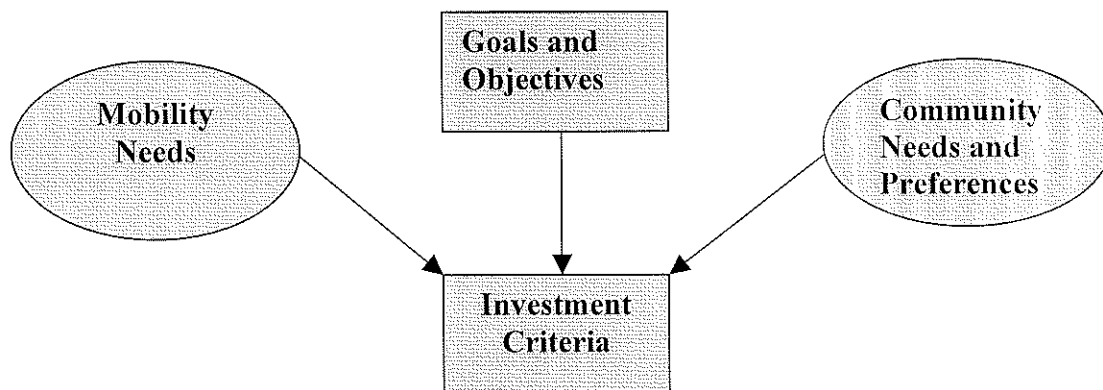
All viable options must be considered. Population and employment densities determine cost-effectiveness. System optimization improvements, such as improving intersection Geometrics and signal timing are low-cost options to alleviate localized congestion.

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.

Development of Investment Criteria



Goals and objectives, mobility needs, and community preferences combine to define a series of six primary investment criteria:

Investment Criteria:

- *Efficiency improvements*
- *Mobility options*
- *Congestion relief*
- *Accessibility to interstates and major highways*
- *East-west connectivity*
- *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.

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 ISTEA 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:

- ✓ Project # 0000307- Bridge Replacement on SR 52 @ Etowah River
- ✓ Project # 0000319- Construct passing lanes and realignment of SR 52
- ✓ 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.

- Widening of Burnt Stand Road- expand lane widths for safety 7 year horizon
- Widening of Long Branch Extension from 2 to 4 lanes 7 year horizon
- 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:

- General Funds
- Special Purpose Local Options Sales Tax (SPLOST)
- Local Options Sales Tax (LOST)
- FHWA, Transportation Enhancement Activities funds
- FTA, Rural Public Transportation funds
- State Aid, County / City contracts
- Federal Lands Program, Scenic Byways

Other options, considered less likely for Lumpkin County specifically, include:

- Appalachian Regional Commission program grants
- Transit fare-box revenues
- Public/private partnerships, such as Community Improvement Districts (CIDs)
- 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.

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.

CHAPTER 9

LAND USE ELEMENT

This chapter is devoted to a description of the existing land use in the City of Dahlonega. This inventory and analysis of land use patterns and trends shall serve as a basis for discussion of present and anticipated land use problems and issues. The result of the analysis will be recommendations regarding future land use and the establishment of a set of policies to guide the physical development or conservation of land.

CLASSIFICATIONS OF LAND USES

The minimum planning standards enacted pursuant to the Georgia Planning Act of 1989 established a minimum classification scheme for land use plans to follow. This scheme includes nine minimum classifications: residential; commercial; industrial; public/institutional; transportation/communications/utilities; park/recreation/conservation; agriculture; and, vacant.

Residential

The predominant use of land within the residential category is single-family dwelling units organized into general categories of net densities.

Multi-Family

This category land uses includes such as townhouses, duplexes, condominiums and apartments.

Mobile Home

This land use category includes single-wide and double-wide mobile and manufactured homes on individual lots, including accessory structures and uses. Mobile home parks, or other concentrations of mobile homes on a single lot are also included in this category.

Commercial

This category is for land dedicated to non-industrial business uses, including retail sales, office, service and entertainment facilities, organized into general categories of intensities. Commercial uses may be located as a single use in one building or grouped together in a shopping center or office building. Local governments may elect to separate office uses from other commercial uses, such as retail, service, or entertainment facilities.

Industrial

This category is for land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, mining or mineral extraction activities, or other similar uses, organized into general categories of intensity.

Public/Institutional

This classification includes certain federal, state, or local government uses, and institutional land uses. Government uses include city halls and government buildings complexes, police and fire stations, libraries, prisons, post offices, schools, military installations, etc. Examples of institutional land uses include colleges, churches, cemeteries, hospitals, etc. Facilities that are publicly owned, but would be classified more accurately in another land use category, should not be included in this category. For example, publicly owned parks and/or recreational facilities should be placed in the Park/Recreation/Conservation category; landfills should fall under the Industrial category; and, general office buildings containing government offices should be placed in the Commercial classification.

Transportation/Communication/Utilities

This category includes such uses as major transportation routes, public transit stations, power generation plants, railroad facilities, radio towers, telephone switching stations, airports, port facilities or other similar uses.

Park/Recreation/Conservation

This classification is for land dedicated to active or passive recreational uses. These areas may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers or similar uses.

Agriculture

This category is for land dedicated to agriculture, farming (fields, lots, pastures, farmsteads, specialty farms, poultry and livestock production, etc.) or other similar rural uses such as pasture lands not in commercial use.

Forestry

This classification is for land dedicated to commercial timber or pulpwood harvesting or other similar rural uses such as woodlands not in commercial uses.

Vacant/Undeveloped

This category includes lands which do not contain any improved land uses as mentioned in the previous existing land use categories or land that has been abandoned from a previous use or improvement.

EXISTING LAND USE

HISTORIC FACTORS

EXISTING LAND USE INVENTORY

The existing land use inventory was conducted in March of 2004. The existing land use inventory is identified in Table 9-1 and presented on the existing land use map.

Residential

Single-family residential land use in the city is comprised of 877 acres of land, which is about 16.8% of total land use in the city. Single family land use in the city is not concentrated in any particular part of the city, but scattered throughout the original city limits and in areas that have been annexed. Recently the city annexed a large amount of land for primarily for single family development on the south side of town. The development is called Birch River.

Commercial

Commercial land use in Dahlonega comprises 395 acres in the city. This amount is about 7.6% of the total land use within the city. Much of the commercial activity in Dahlonega is located in downtown along the highway corridors that enter the city from the north and south.

Industrial

This land use category is made up of 145 acres of several large tract where either an industrial park exist or one large industry is located. These land are located on mainly on the east and west side of town. Currently most industrial land in the city is located adjacent other vacant tract, thus minimizing conflicting land uses.

Public/Institutional

Nearly 1,000 acres of land are dedicated to the public/institutional land use category within the city. This is almost 19% of the land use in Dahlonega. Most of this land is made up of property owned by State of Georgia for North Georgia College and State University. Other institutional land uses in the city include churches, the Lumpkin County School system, Camp Glisson, city and county property.

Transportation/Communication/Utilities

These facilities are located on 20 acres of land in Dahlonega. Utility and communication uses are dotted around the city. This land use category also include roads, highways, water and sewer facilities, as well as communication towers.

Parks/Recreation/Conservation

There are 666 acres of land in Dahlonega dedicated to this land use category. This land includes the recreation facilities owned by the city and Lumpkin County, the land surround the Yahoola Creek reservoir and the golf course facility at Birch River.

Agriculture

There are no lands in Dahlonega that are specifically dedicated to agricultural land use in Dahlonega.

Forestry

There are no lands in Dahlonega that are specifically dedicated to forestry land use in Dahlonega. Forest cover and tree protection are address by the city tree protection ordinance.

Vacant/Undeveloped

There are 1,741 acres of land in Dahlonega that is classified as land that is either vacant or undeveloped. About 33.5% of the land in the city falls into this land use category. They are scattered throughout the city in large tracts and on a few small lots. Most of these vacant parcels are located adjacent to residential areas. The largest vacant area is in the Birch River development.

**Table 9-1
CITY OF DAHLONGA, GEORGIA
ACRES BY EXISTING LAND USE**

Existing Land Use Class	Acres	%
Residential	877	16.8
Commercial	395	7.6
Industrial	145	2.8
Public / Institutional	982	18.9
Transportation / Communication / Utilities	20	0.4
Park / Recreation / Conservation	666	12.8
Agriculture/Forest	0	0.0
Vacant	1,741	33.5
Mobile Home	50	1.0
Multi-Family	<u>320</u>	<u>6.2</u>
TOTAL	5,196	100

PROJECTION OF FUTURE LAND USE NEEDS AND DEVELOPMENT PATTERNS

Projecting future land use needs in Dahlonega is based on the forecast for population, housing and employment. The projection also takes into consideration that the city, with its available infrastructure, will increase the amount of residential and commercial land use. Projected land use acreage are listed in the table below and on the future land use map.

By the year 2025 Dahlonega will need, at minimum, an additional 2,227 acres of land for residential development. This will primarily be multi-family and single-family land uses occurring on converted vacant properties adjacent to existing residential development, and from properties annexed into the city for municipal services. The density at which residential development will occur is guided by the city's zoning ordinance, which will allow single-family development to occur at low densities of one unit per 30,000 square foot lot, and at moderate densities of up to three units per acre. Multi-family development is projected to occur at six to twelve units per acre. (Please see attachment of zoning minimum dimensional requirements.)

Projected non-residential land uses, primarily commercial and industrial land uses, are based on the projected employment by economic sector, the available infrastructure and the types of industries anticipated on locating to the area. Non-residential growth is projected to occur rapidly within the city and it is expected that this type of growth will occur exponentially over the next ten years. Because of the availability of infrastructure, this is also the type of growth that is desired and emphasized by the City of Dahlonega.

Acreage requirements per employee for commercial land uses in Dahlonega falls between .25 and .35 acres per employee. This equates to about 400 to 550 acres to accommodate future employment for commercial development.

In light of planned transportation improvements by the Georgia Department of Transportation, it is projected that Dahlonega will continue to expand its commercial areas along the SR 60 corridor to the south towards Georgia 400, along SR 52 to the northeast where a commercial node already exists, and on SR 9 to the west of the city.

Industrial land use is expected to decrease in Dahlonega by about 22 acres. These lands are in areas where industry will move away from the area or conflict with surrounding land uses and move to an industrial park.

Only additional 18 acres will be needed for public/institutional land uses such as churches, schools, etc. T/C/U land uses will increase by eight acres within Dahlonega by 2025.

Based on recommended needs in the Community Facilities Element of the plan, and in the Natural Resources Element there will be an additional 30 acres of land for parks/recreation/conservation purposes in Dahlonega by 2025. Some of this acreage will be buffer setbacks on protected streams flowing through the city.

Section 2002. Minimum Lot Width, Lot Size, Floor Area and Density Standards.

ZONING DISTRICT	MINIMUM LOT WIDTH (FEET)	MINIMUM LOT SIZE (SQUARE FEET)	MAXIMUM DWELLING UNITS PER ACRE (MULTIPLE FAMILY UNITS)	MINIMUM FLOOR AREA PER DWELLING UNIT (SQUARE FEET)
R-1	100	30,000	0	1,200
R-2	80	15,000*	5.5***	1,000
R-3	60	10,000**	8.0***	700
MHP	(SEE SECTION 1204.)		4.0 (Mobile homes)	650
PUD	(AS INDICATED ON SITE PLAN AND APPROVED BY CITY COUNCIL)			
B-1	80	20,000	0	700
B-2	NONE	NONE	0	700
B-3	NONE	NONE	8.0	700
CBD	NONE	NONE	8.0***	700
O-I	80	10,000	0	1,000
I	100	21,780	0	650

Notes: Minimum lot width and minimum lot sizes apply to non-residential uses as well as residential uses.

*30,000 square feet is required for a two-family dwelling (duplex).

**20,000 square feet is required for a two-family dwelling (duplex).

***Townhouse and condominium developments with no less than three (3) nor more than ten (10) total units may be developed at a density not to exceed 18.15 units per acre, as provided in Section 1004. and Section 1005, respectively.

No land in the future in Dahlonega will be dedicated specifically to agricultural and forest land uses.

AREAS LIKELY TO BE ANNEXED

Future annexations that the City of Dahlonega may consider include: those land that are along the SR 60 corridor, the projected commercial node at the SR 9 and Auraria Road intersection, and infill areas that are currently unincorporated tracts adjacent to the city limits. In all there is a total of over 1,260 acres of land that the city could potentially annex at some time in the future. If this were to occur the City of Dahlonega would increase its size geographically by almost 25%.

Beyond areas that are likely to be annexed due to infill or adjacency, is the potential area of future annexations based on the service delivery area in the service delivery strategy. This is not to say that the city will completely annex this area by the year 2025, but there exist the potential for Dahlonega annexation into these parts of unincorporated Lumpkin County.

**Table 9-2
CITY OF DAHLONEGA
ACRES OF FUTURE LAND USE**

Future Land Use	Acres	%
Residential	3,104	48.1
Commercial	893	13.8
Industrial	123	1.9
Public / Institutional	982	15.2
Transportation / Communication / Utilities	38	0.6
Park / Recreation / Conservation	696	10.8
Vacant	161	2.5
Mobile Home	20	0.3
Multi-Family	441	6.8
TOTAL	6,458	100

CHAPTER 10

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 commissioners, sets the millage rate each year, which provides funds for the operation of the county departments. A County Manager manages the day to day operation of the County.

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. A City Manager manages the day to day operation of the City.

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. An Executive Director was hired to manage day to day business of the Authority.

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. 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.

The city provides municipal court services. The city contracts privately with a solicitor to provide the service.

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 **Dahlonega-Lumpkin County Chamber of Commerce** operates the Welcome Center and is active in tourism development of the Dahlonega 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.

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
- Waste Water Treatment
- Water and Sewer 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 updated, 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 will need 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.

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.

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.
- The City of Dahlonega does have a history or an aggressive policy of annexation. As required by the minimum planning standards for this plan, the future land use map for the City of Dahlonega presents land use designations on property that could potentially be annexed into the City. This does not mean that the City will undertake annexation of those lands. The uses are consistent with future land uses identified by Lumpkin County.
- 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 amended during next ten years.

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

CHAPTER 11

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.

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 for Dahlenega. By consolidating all goal/policy statements into a single presentation, 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.

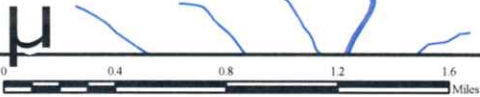
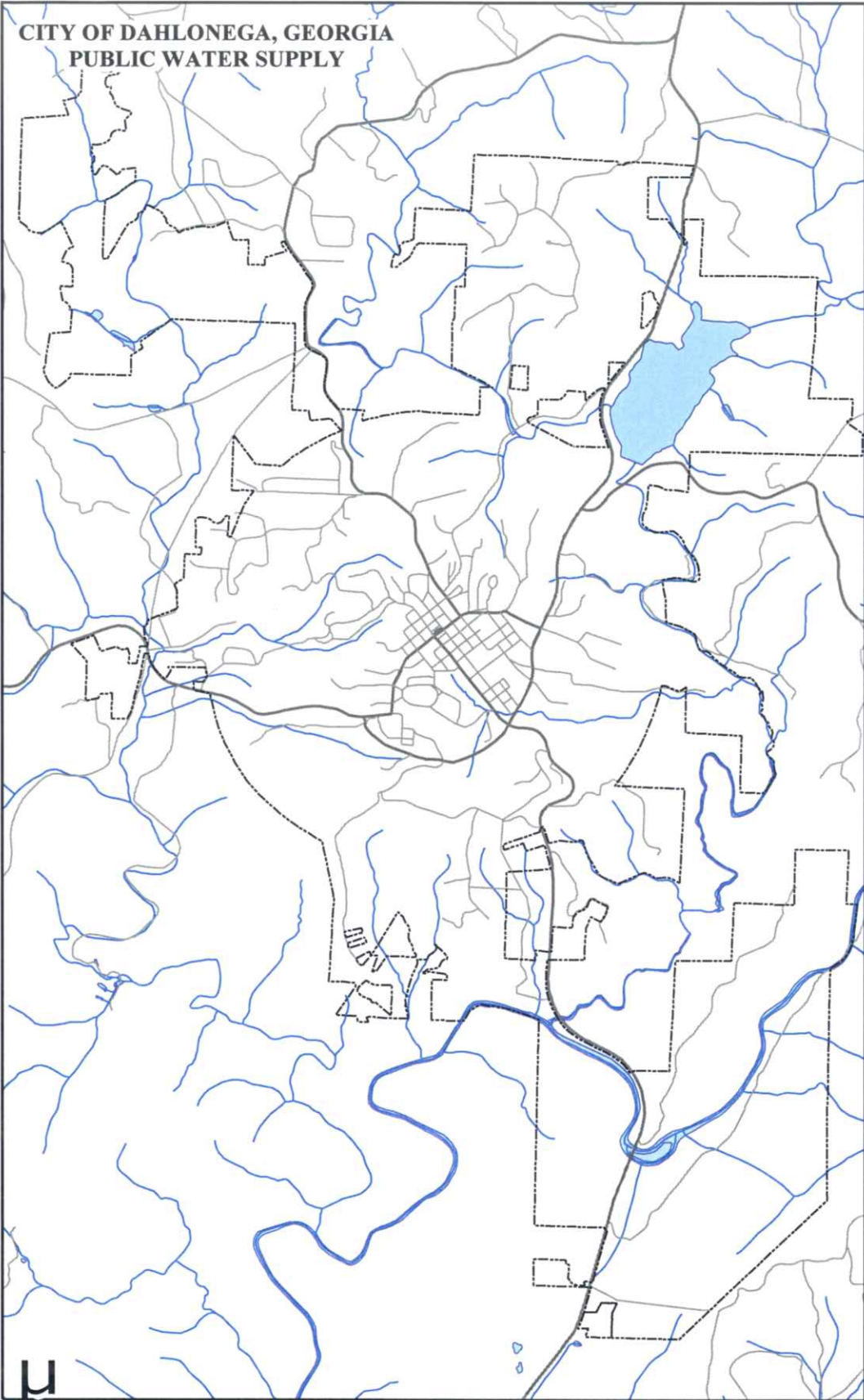
CITY OF DAHLONEGA
 COMP PLAN SHORT-TERM WORK PROGRAM
 2004 - 2008

PLAN ELEMENT	DESCRIPTION	2004	2005	2006	2007	2008	ESTIMATED COST: DEPT RESPONSIBLE	DEPARTMENT FUNDING & ASSISTANCE SOURCES
Economic Development	Monitor existing ordinances and make Amendments if necessary to facilitate quality Economic development	X	X	X	X	X	N/A	CITY
	Convert city maps and associated databases to ArcView GIS (geographic Information system)	X	X				\$5,000	CITY
	Continue annexation of identified area	X	X	X	X	X	N/A	CITY
Natural & Historic Resources	Prepare and adopt protection ordinances for Wetlands and water supply watershed	X	X				\$1,500	CITY
	Prepare digital environmental maps and Associated databases (floodplains, groundwater, recharge areas, etc..) for GIS System	X	X	X			\$80/hour	CITY
Community Facilities and Services	Continue water and wastewater system Improvements	X	X	X	X	X	\$2,000,000	CITY
	Develop and implement Water and Sewer Master Plan	X					\$148,000	CITY
	Establish & implement sewer inflow & infiltration abatement program	X	X	X	X	X	\$1,500,000	GEFA & other financial institutions
	New Water Treatment Plant: permitting and Design			X	X	X	\$500,000	CITY
	New Water Treatment Plant: Site purchase			X			\$500,000	City, GEFA, Bonds
	New Wastewater Plant site location			X	X	X	\$500,000	CITY

CITY OF DAHLONEGA
 COMP PLAN SHORT-TERM WORK PROGRAM
 2004 - 2008

PLAN ELEMENT	DESCRIPTION	2004	2005	2006	2007	2008	ESTIMATED COST: DEPT RESPONSIBLE	DEPARTMENT FUNDING & ASSISTANCE SOURCES
Community Facilities and Services	Begin process permitting for water withdrawal from new water treatment plant		X				\$50,000	CITY
	Renovations/Expansion to City Hall			X			\$1,100,000	CITY
	Identify, purchase and construct addition Parking for downtown	X	X	X			\$300,000	CITY
	Identify & set priority list for on-going street re-surfacing	X	X	X	X	X	\$200,000	GDOT and CITY
	Traffic Safety Study for Morrison Moore Parkway		X				N/A	GDOT
	Actively pursue financial assistance from Available state and federal grant/loan program	X	X	X	X	X	N/A	CITY
	Identify high traffic locations and substandard street intersections improve one or two substandard streets	X					Unknown	CITY
	Initiate sidewalk extension program	X	X	X	X	X	\$40/linear ft.	CITY & TE GRANT

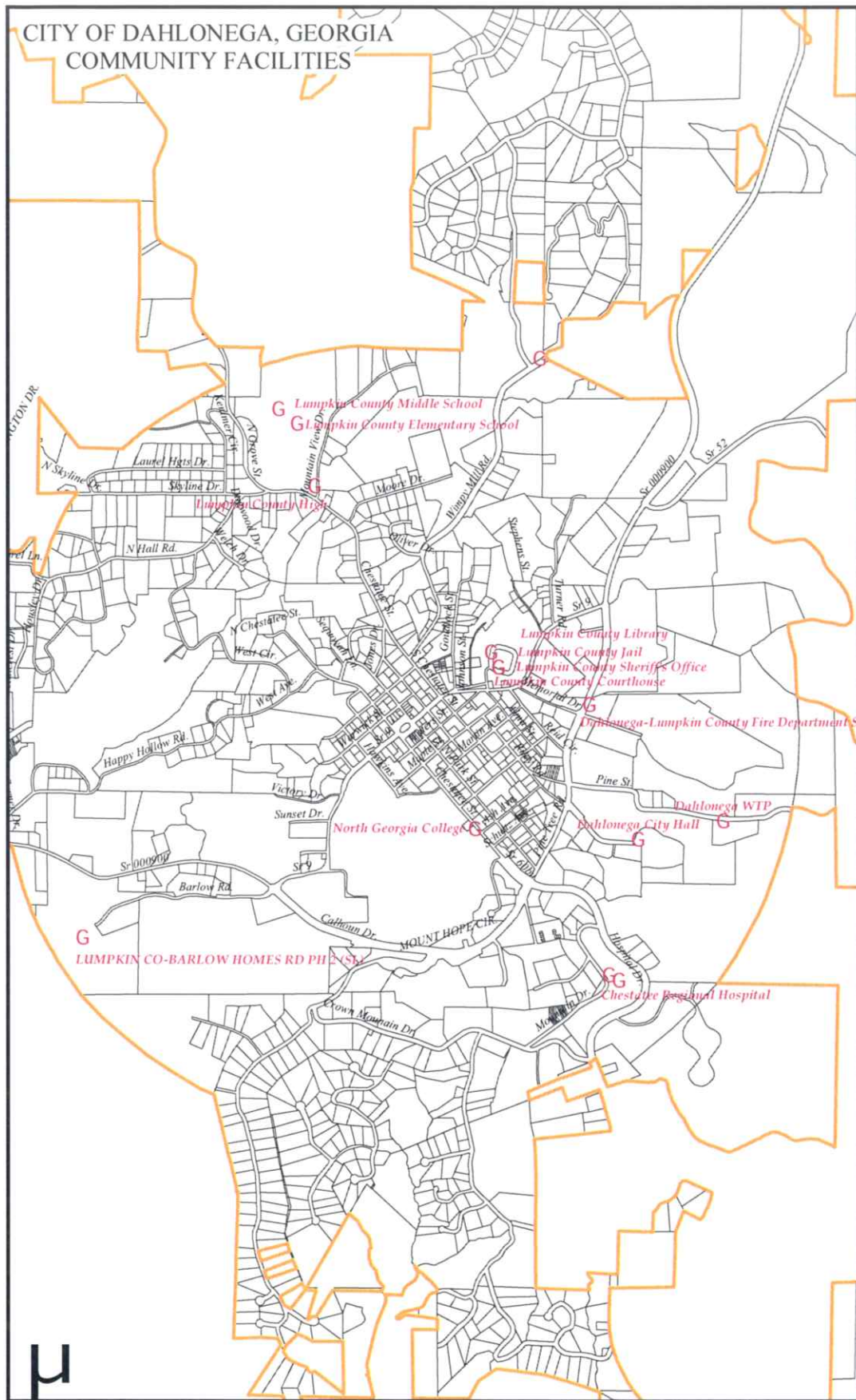
**CITY OF DAHLONEGA, GEORGIA
PUBLIC WATER SUPPLY**



LEGEND	
RIVERS	DAHLONEGA CITY LIMITS
WATER BODIES	OTHER ROADS
	STATE HIGHWAYS

 MAP PRODUCED BY GEORGIA MOUNTAINS RDC

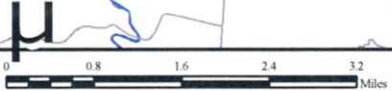
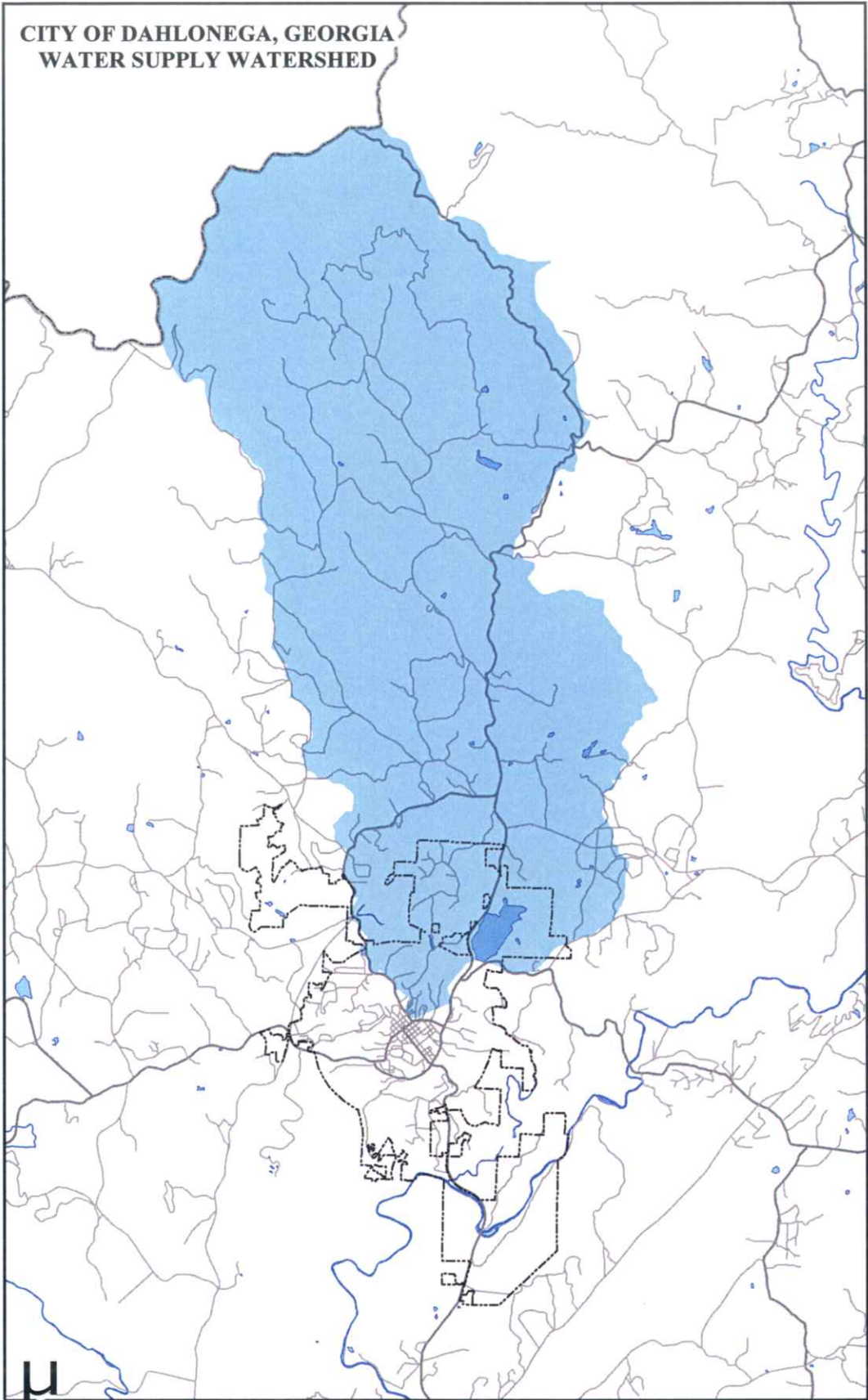
CITY OF DAHLONEGA, GEORGIA
COMMUNITY FACILITIES




Parcels
 Community Facilities

Map Produced by Georgia Mountains RDC

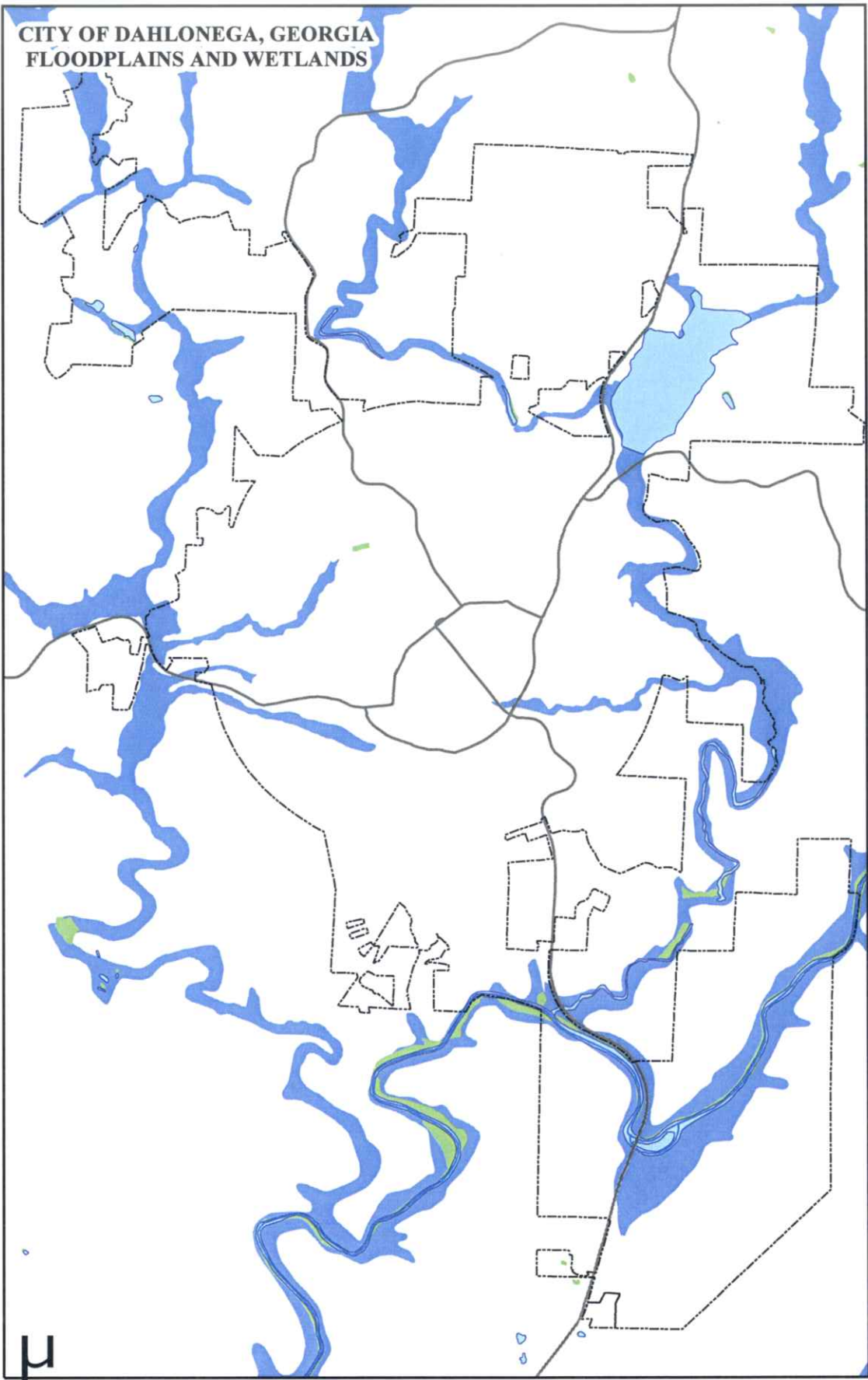
**CITY OF DAHLONEGA, GEORGIA
WATER SUPPLY WATERSHED**



LEGEND	
WATER SUPPLY WATERSHED	DAHLONEGA CITY LIMITS
MAJOR RIVERS	OTHER ROADS
WATER BODIES	STATE HIGHWAYS

 MAP PRODUCED BY GEORGIA MOUNTAINS RDC

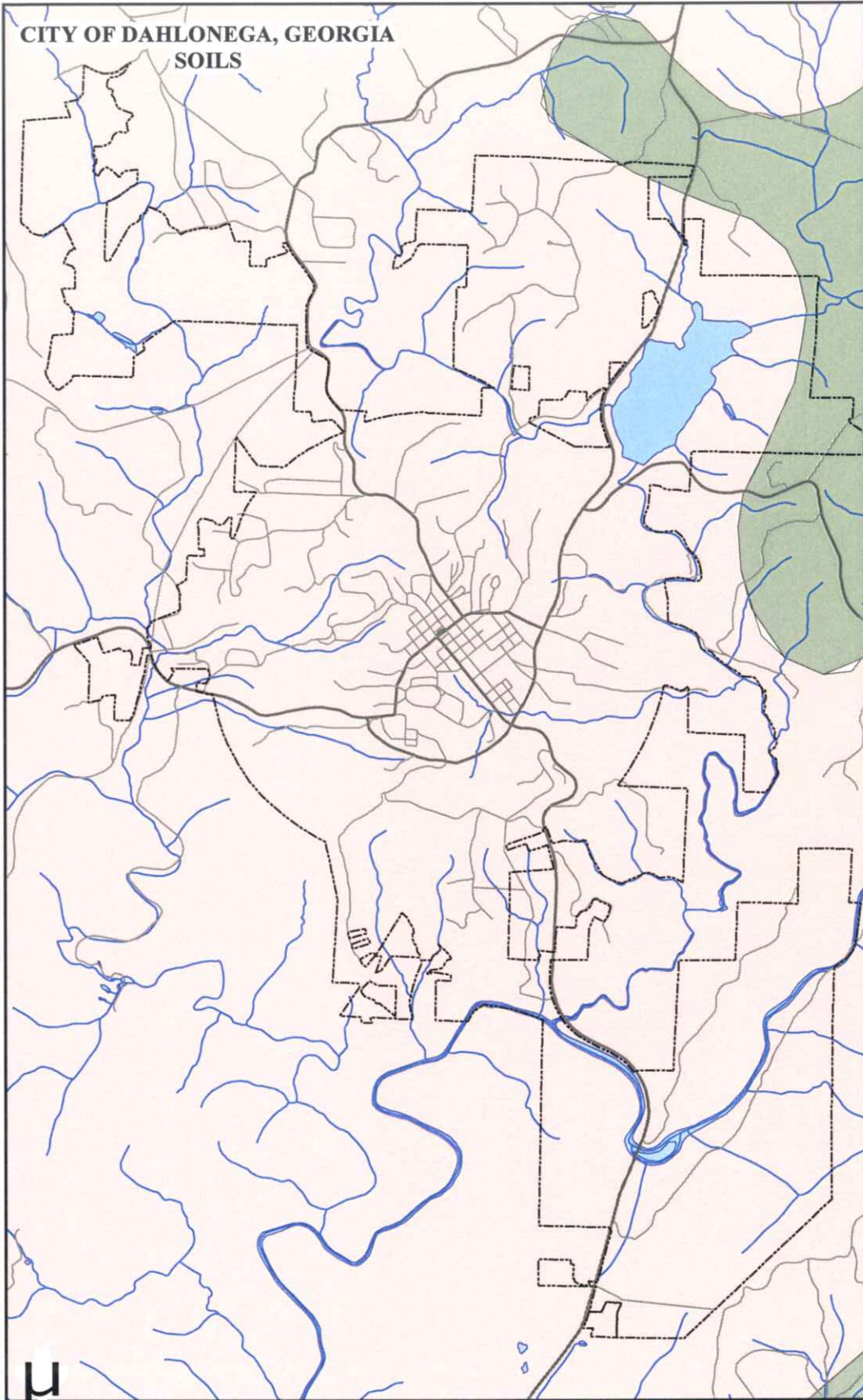
**CITY OF DAHLONEGA, GEORGIA
FLOODPLAINS AND WETLANDS**



LEGEND			
	FLOODPLAINS		MAJOR RIVER
	WATER BODIES		DAHLONEGA CITY LIMITS
	WETLANDS		

 MAP PRODUCED BY GEORGIA MOUNTAINS RDC

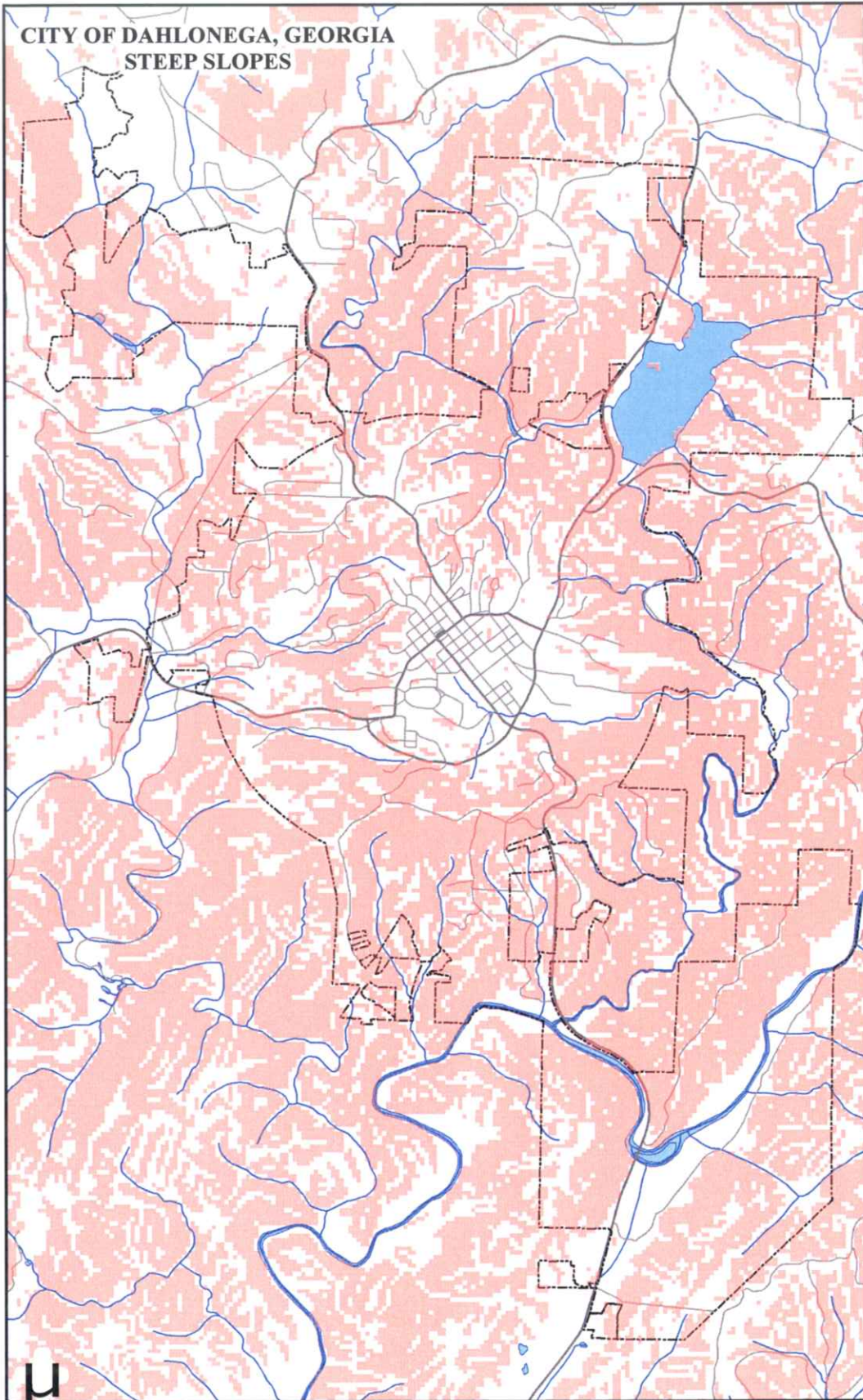
**CITY OF DAHLONEGA, GEORGIA
SOILS**



LEGEND		SOIL TYPES
RIVERS	DAHLONEGA CITY LIMITS	PACOLET
WATER BODIES	OTHER ROADS	TALLAPOOSA
STATE HIGHWAYS		

 MAP PRODUCED BY GEORGIA MOUNTAINS RDC

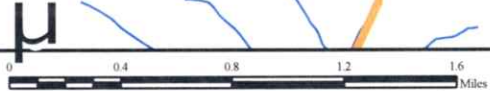
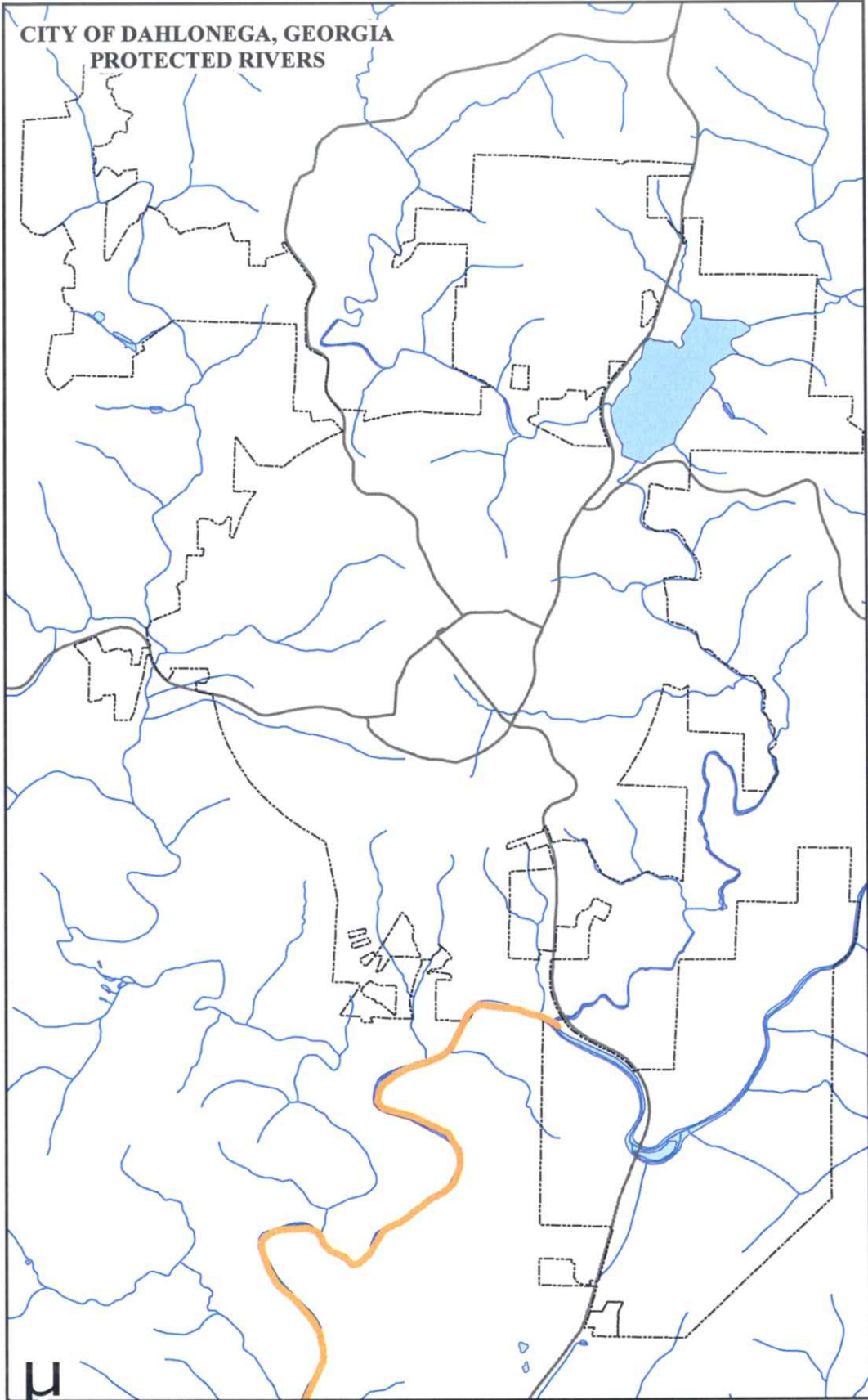
**CITY OF DAHLONEGA, GEORGIA
STEEP SLOPES**



- LEGEND**
- SLOPES OVER 30%
 - DAHLONEGA CITY LIMITS
 - RIVERS
 - WATER BODIES
 - OTHER ROADS
 - STATE HIGHWAYS

 MAP PRODUCED BY GEORGIA MOUNTAINS RDC

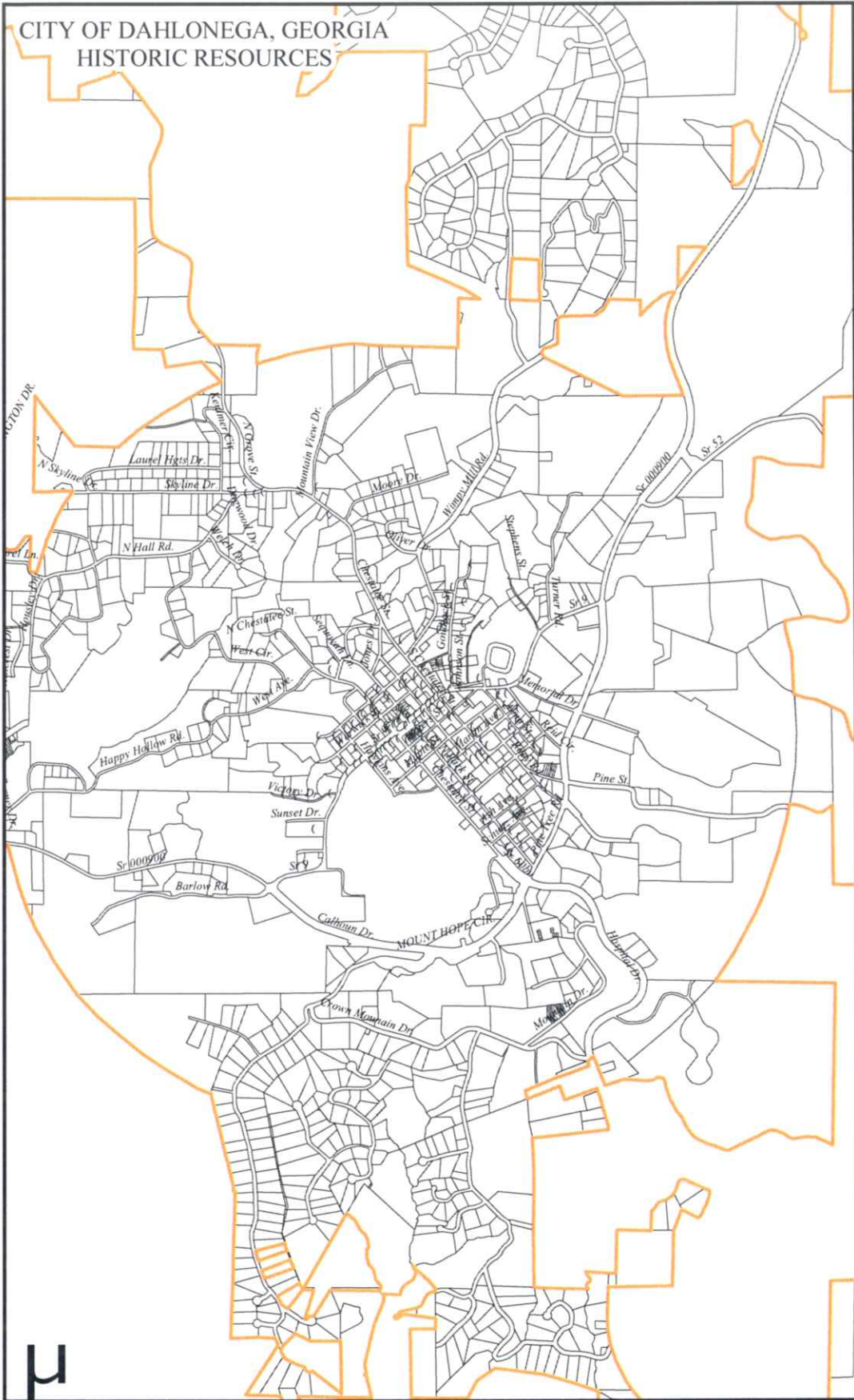
**CITY OF DAHLONEGA, GEORGIA
PROTECTED RIVERS**



LEGEND	
PROTECTED RIVER CORRIDOR	DAHLONEGA CITY LIMITS
RIVERS	STATE HIGHWAYS
WATER BODIES	

 MAP PRODUCED BY GEORGIA MOUNTAINS RDC

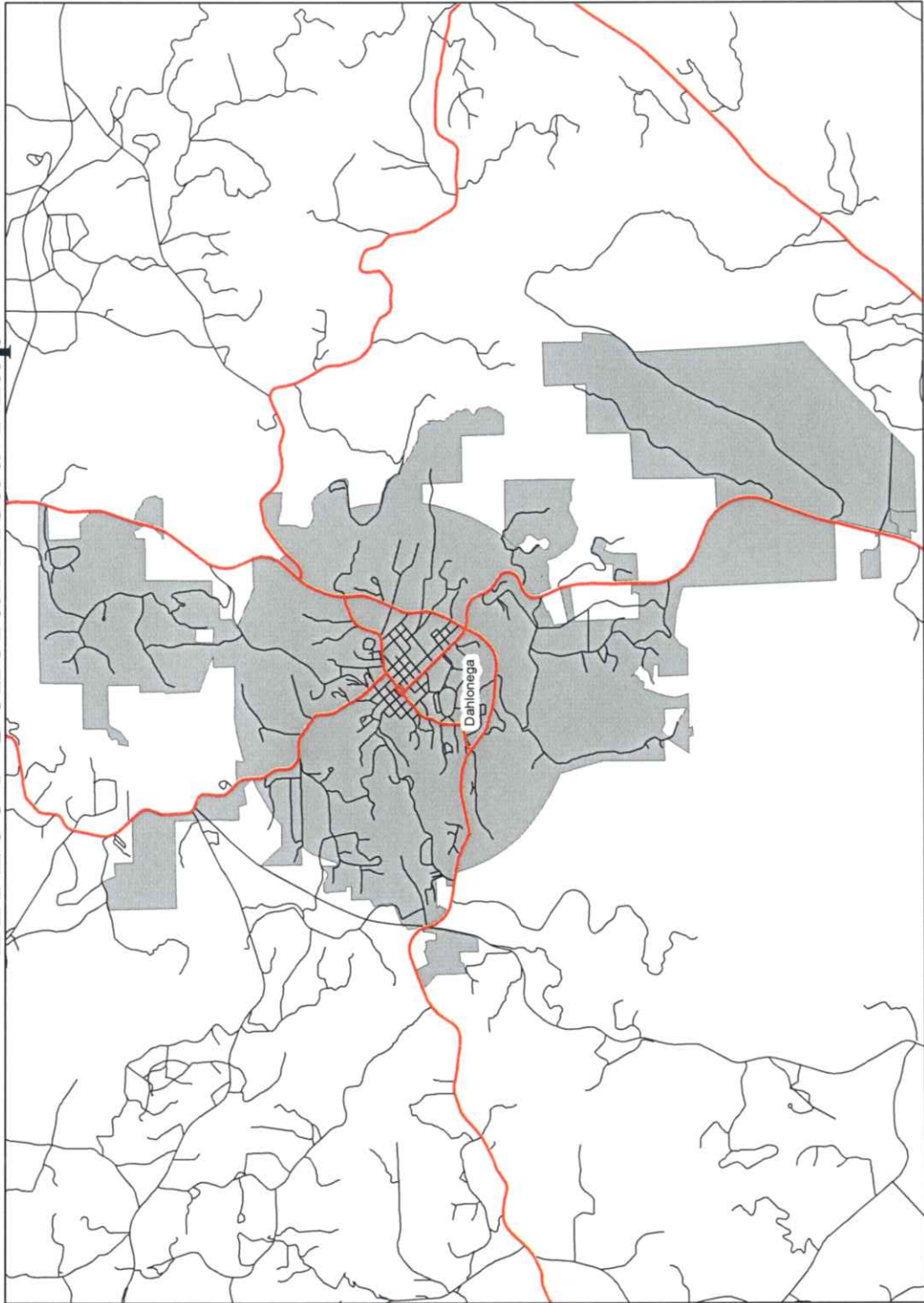
CITY OF DAHLONEGA, GEORGIA
 HISTORIC RESOURCES



Downtown Historic District Resources
 Other Historic Resources
 Parcels

Map Produced by Georgia Mountains RDC

City of Dahlonega, Georgia YR 2004 General Road Map



Direction

State

Roadways



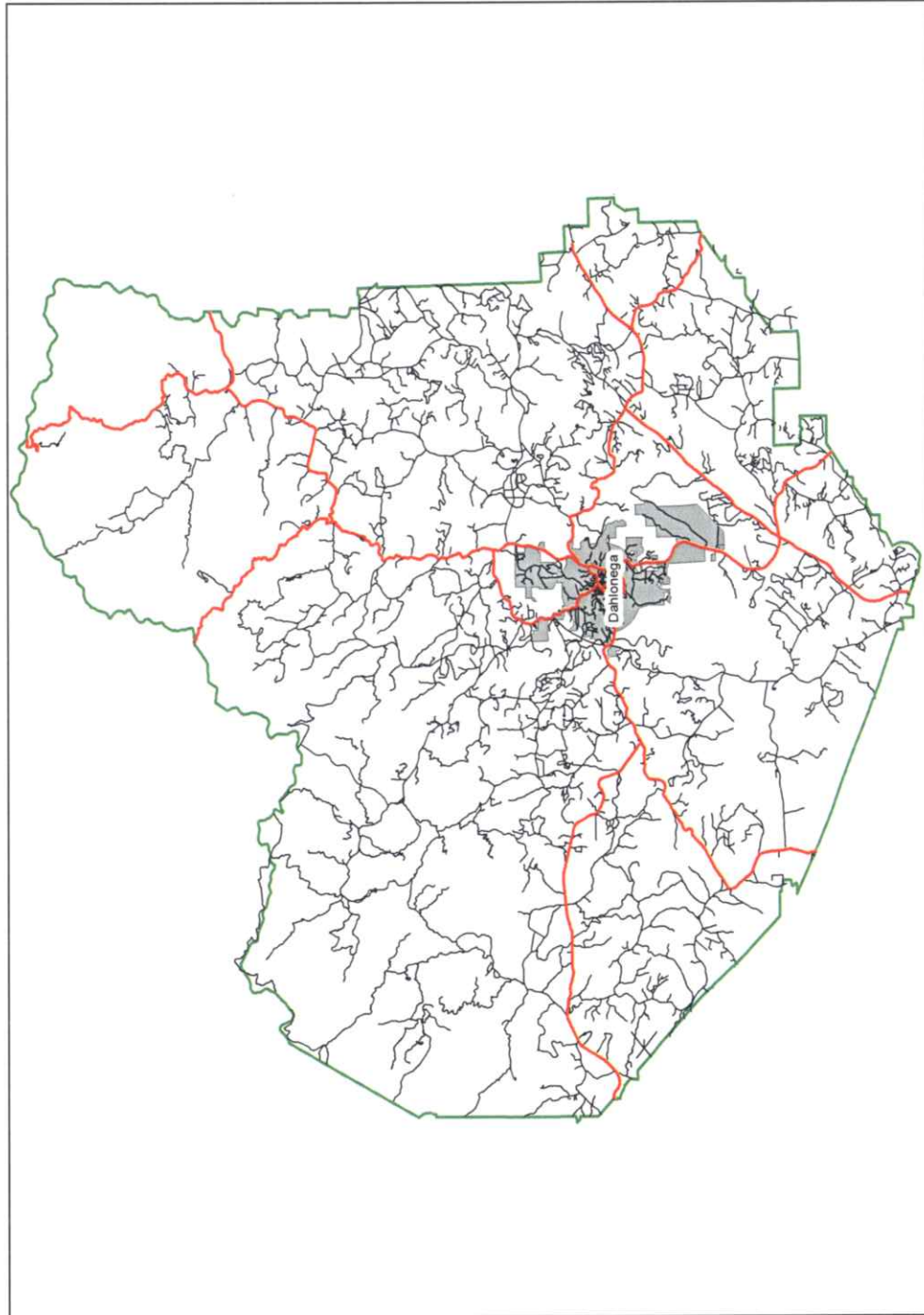
County

Roadways

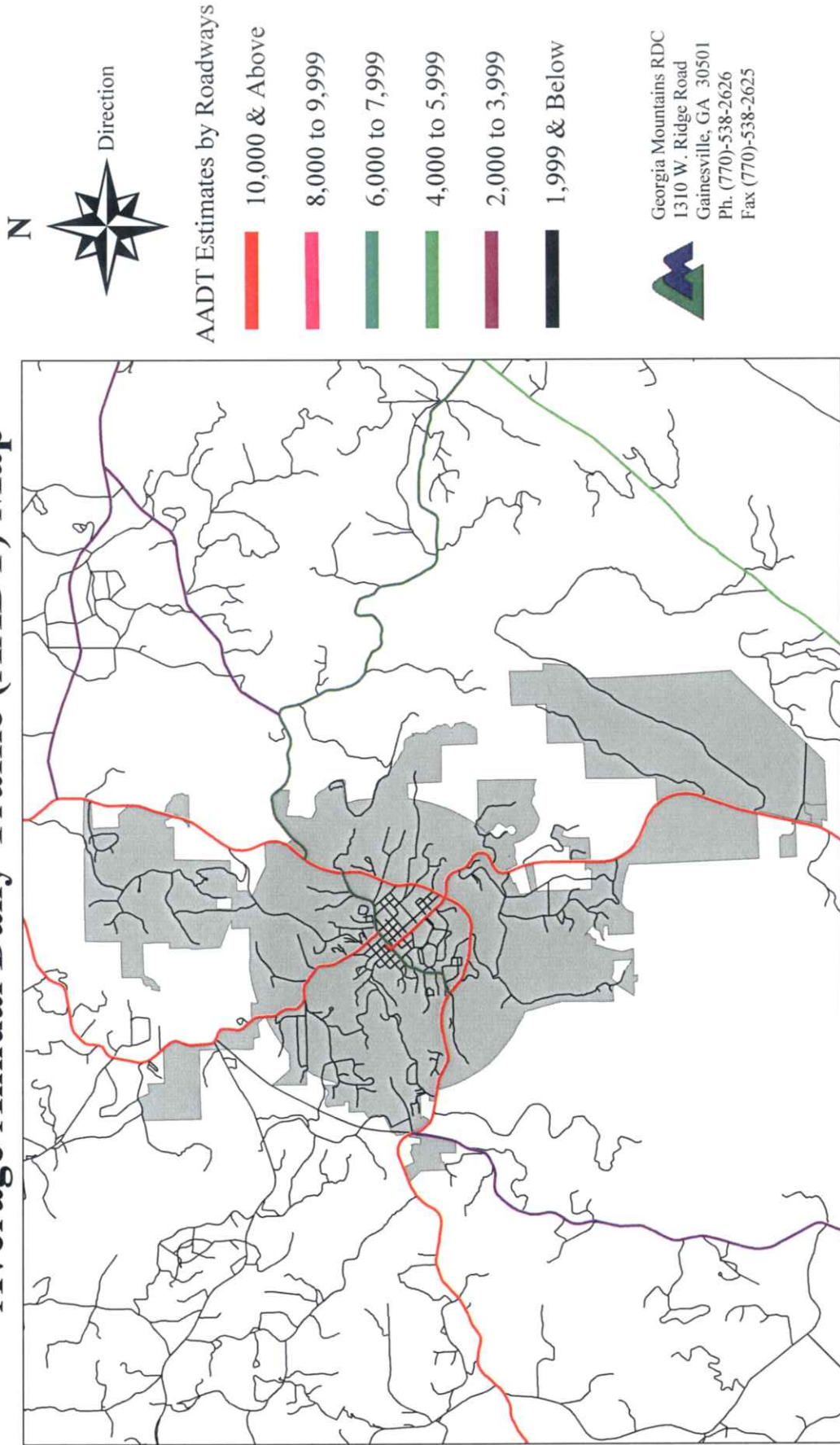


Georgia Mountains RDC
1310 W. Ridge Road
Gainesville, GA 30501
Ph. (770)-538-2626
Fax (770)-538-2625

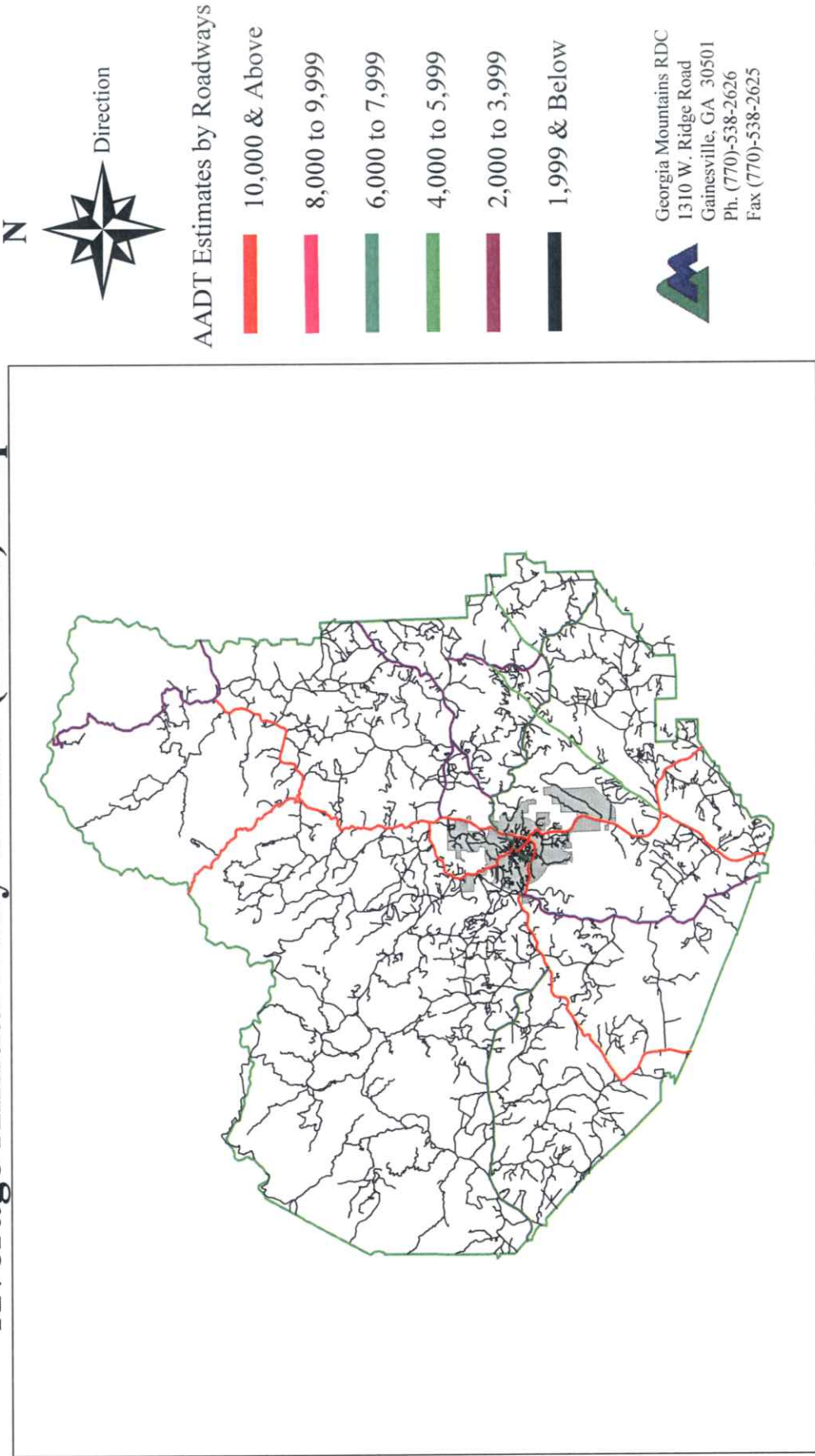
Lumpkin County, Georgia YR 2004 General Road Map



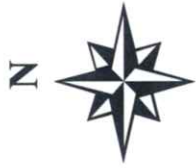
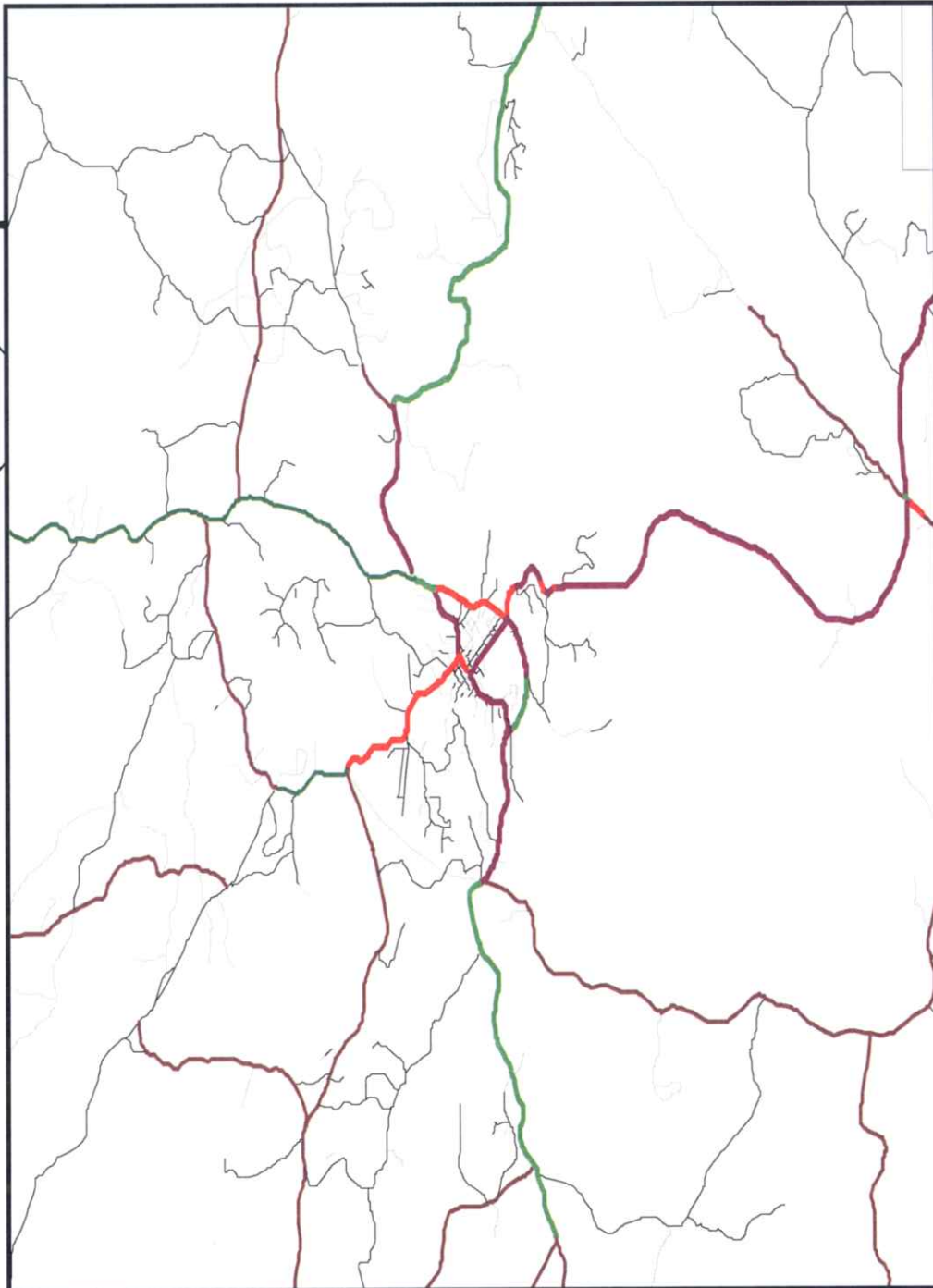
City of Dahlonega, Georgia YR 2003 Average Annual Daily Traffic (AADT) Map



Lumpkin County, Georgia YR 2003 Average Annual Daily Traffic (AADT) Map



City of Dahlonega, Georgia Current Levels of Service (LOS) Map

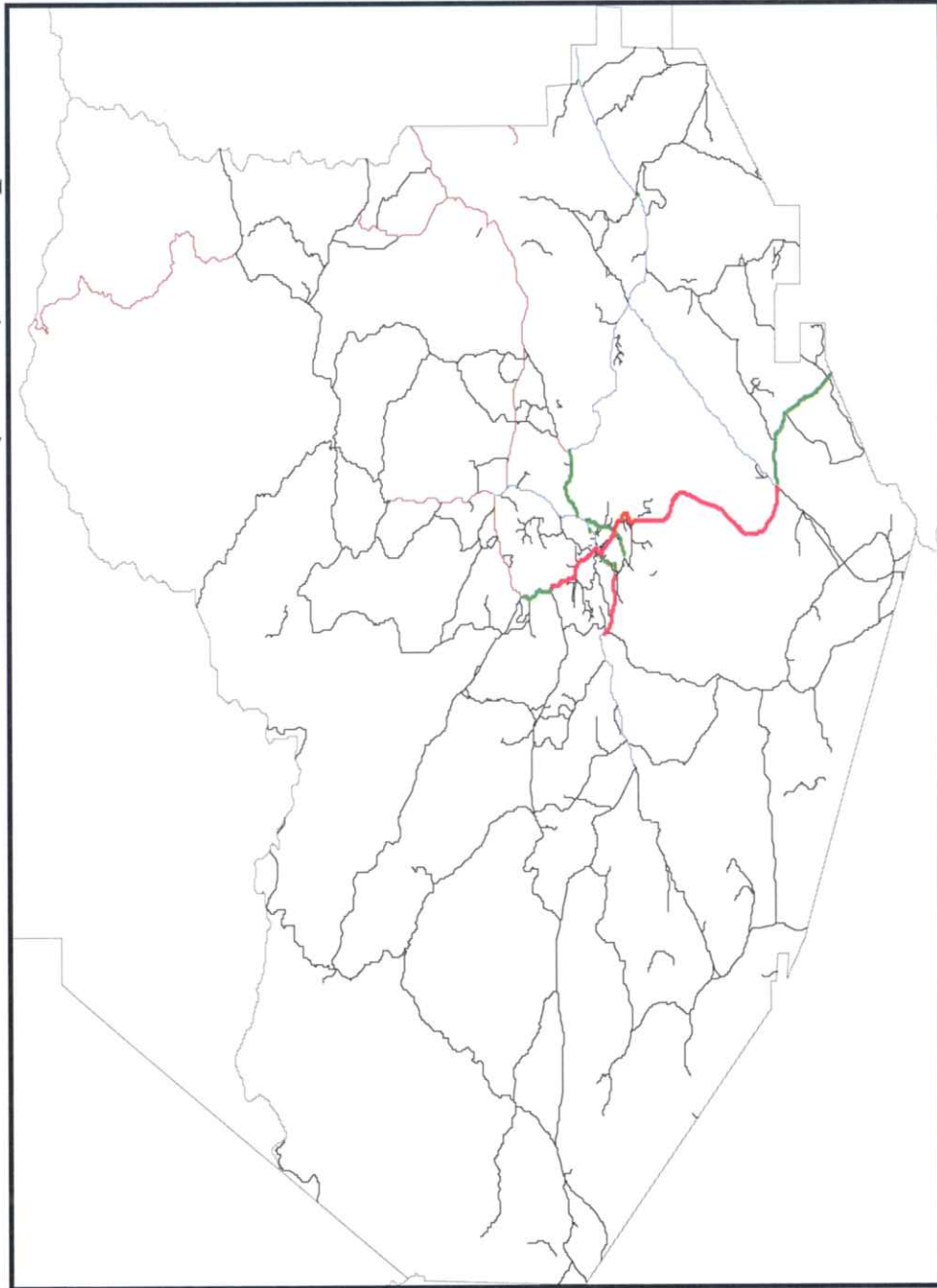


Direction

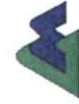


Georgia Mountains RDC
1310 W. Ridge Road
Gainesville, GA 30501
Ph. (770)-538-2626
Fax (770)-538-2625

Lumpkin County, Georgia Current Levels of Service (LOS) Map

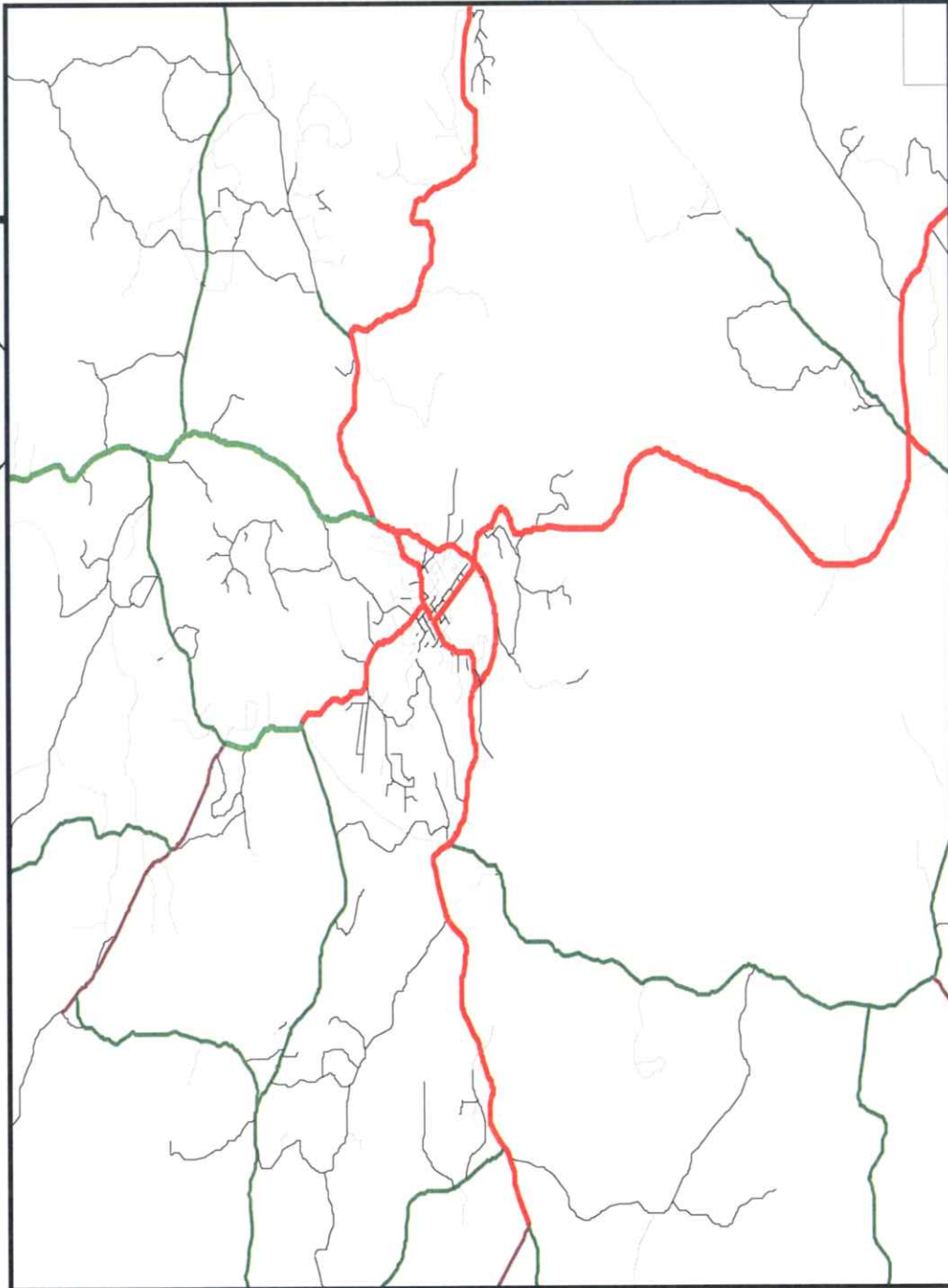


- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LOS ~




Georgia Mountains RDC
1310 W. Ridge Road
Gainesville, GA 30501
Ph. (770)-538-2626
Fax (770)-538-2625

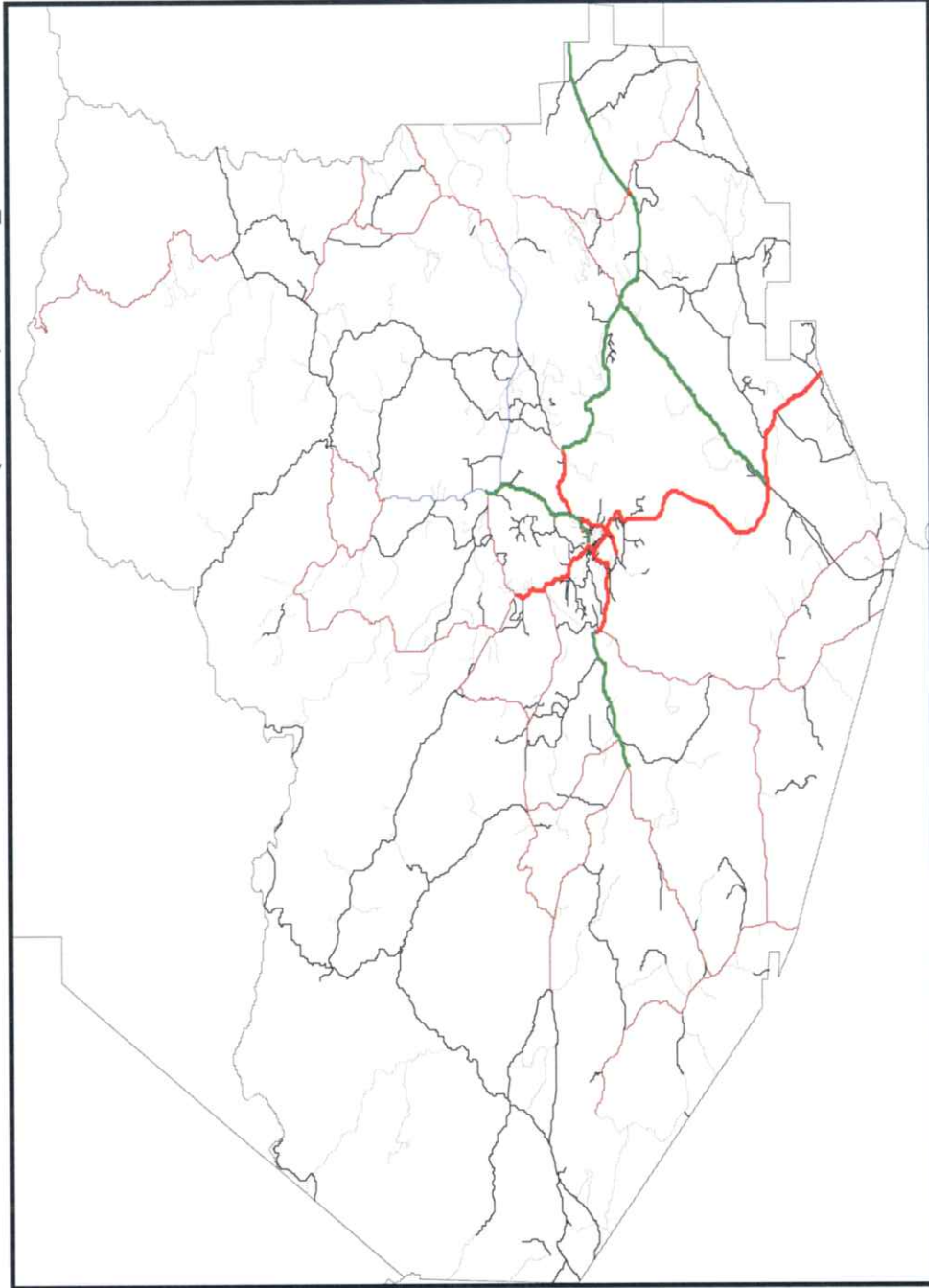
City of Dahlonega, Georgia 10-Year Levels of Service (LOS) Map




- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LOS ~


 Georgia Mountains RDC
 1310 W. Ridge Road
 Gainesville, GA 30501
 Ph. (770)-538-2626
 Fax (770)-538-2625

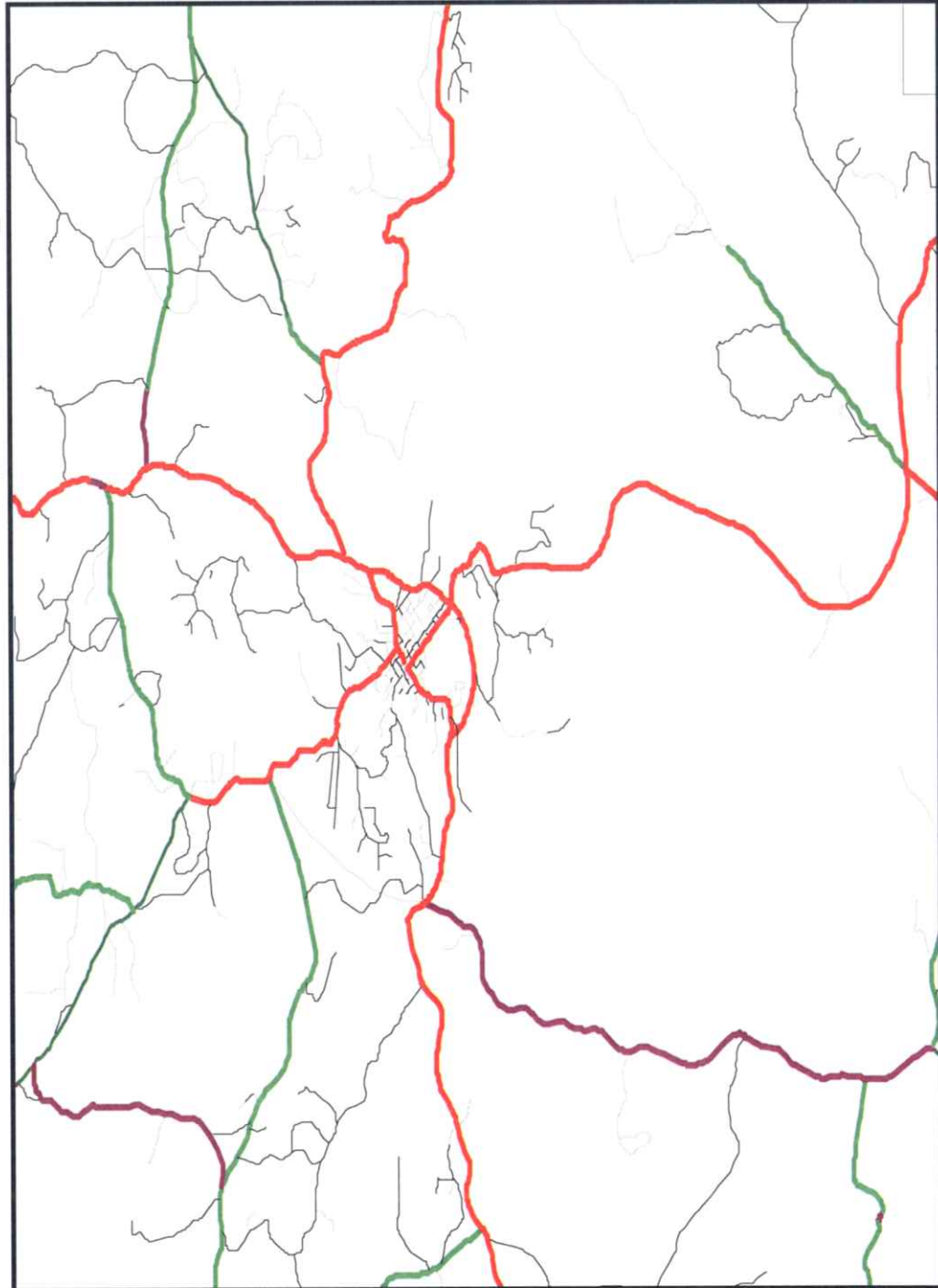
Lumpkin County, Georgia 10-Year Levels of Service (LOS) Map



- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LOS ~

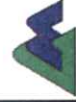

Georgia Mountains RDC
1310 W. Ridge Road
Gainesville, GA 30501
Ph. (770)-538-2626
Fax (770)-538-2625

City of Dahlonega, Georgia 20-Year Levels of Service (LOS) Map

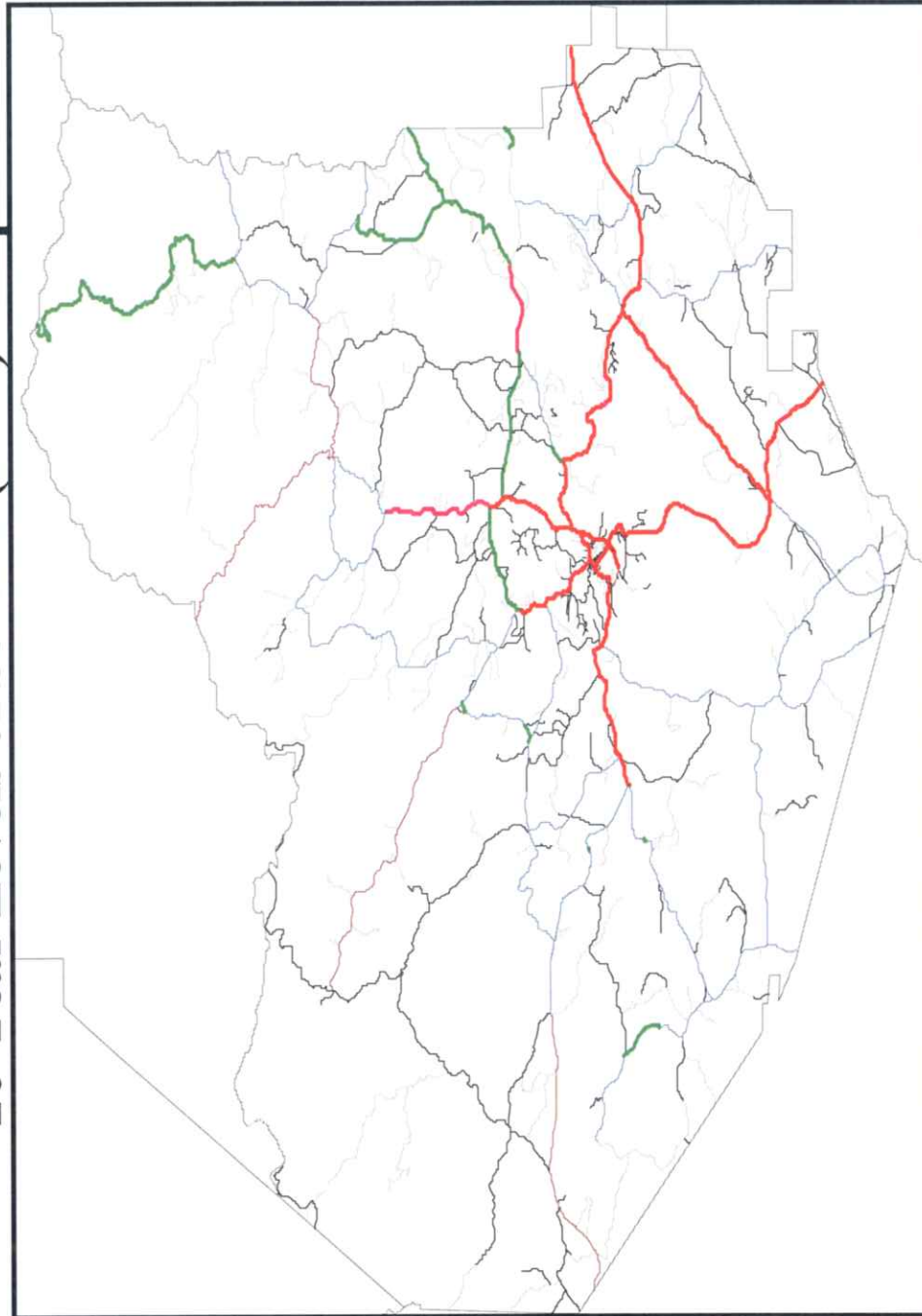


- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LOS ~

Georgia Mountains RDC
1310 W. Ridge Road
Gainesville, GA 30501
Ph. (770)-538-2626
Fax (770)-538-2625



Lumpkin County, Georgia 20-Year Levels of Service (LOS) Map

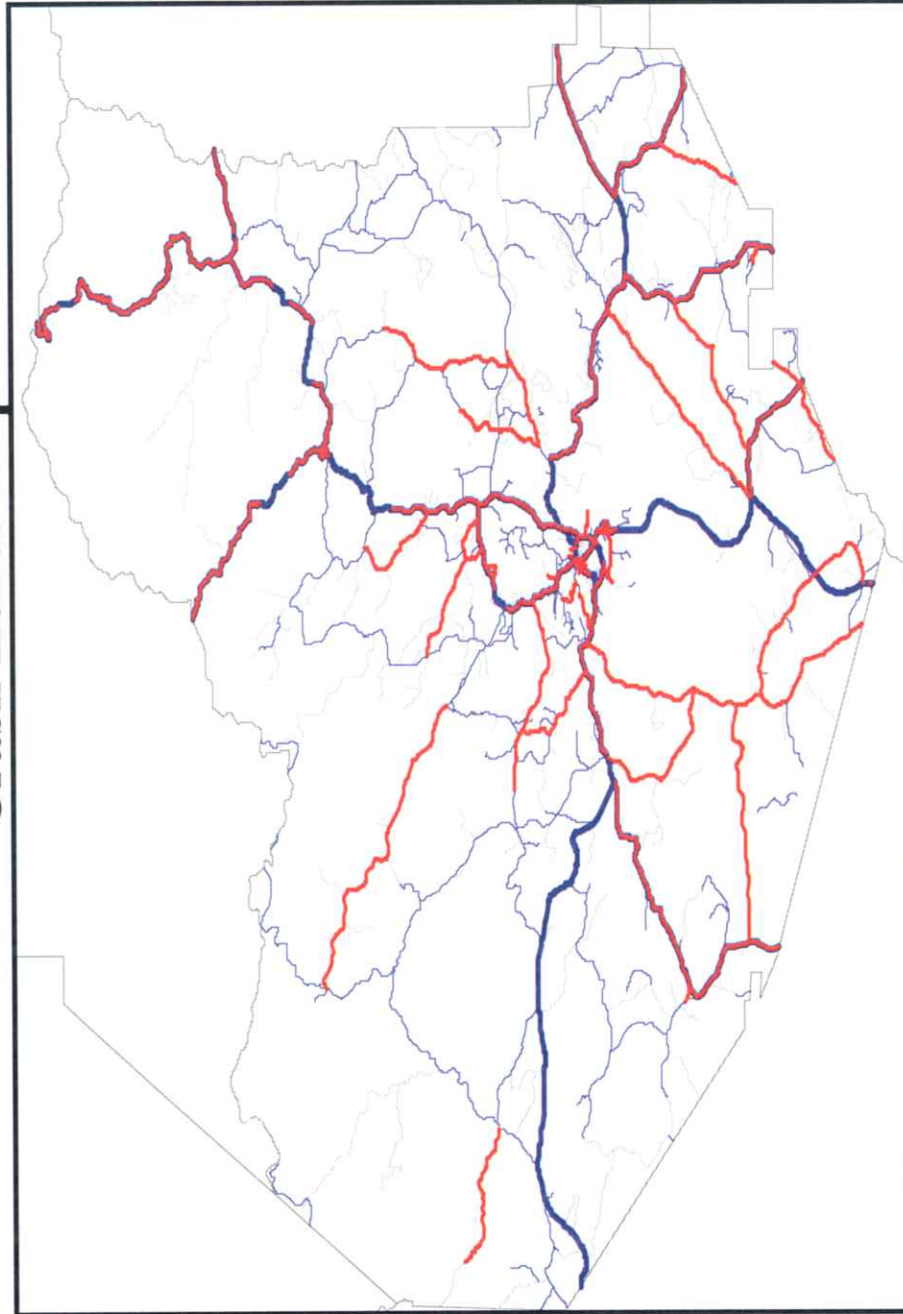


- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LOS ~

Georgia Mountains RDC
1310 W. Ridge Road
Gainesville, GA 30501
Ph. (770)-538-2626
Fax (770)-538-2625



Lumpkin County, Georgia Crash Zones Map



Direction

Normal
Crash Rates



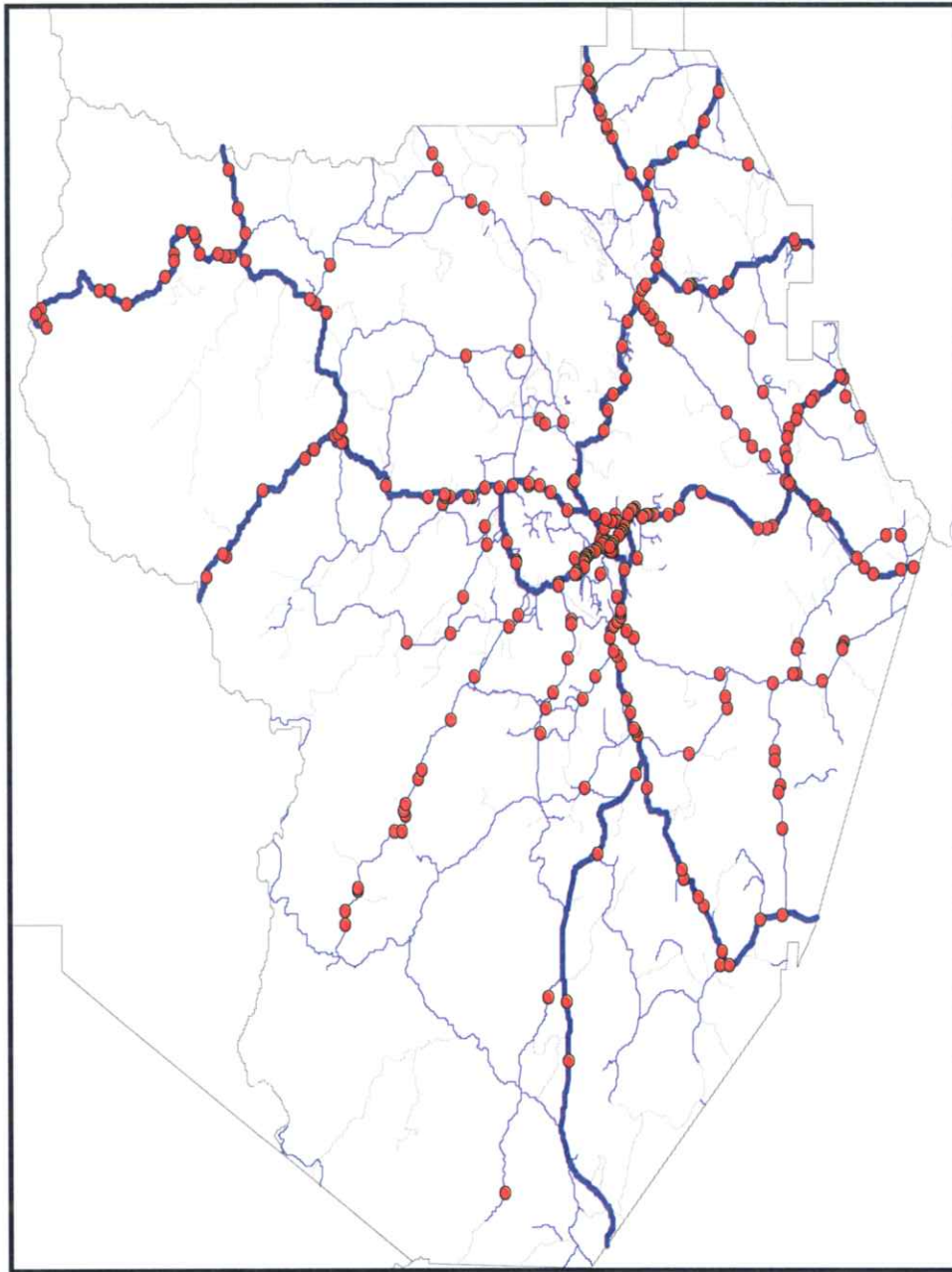
Over Represented
Crash Rates for
Functional Class



Georgia Mountains RDC
1310 W. Ridge Road
Gainesville, GA 30501
Ph. (770)-538-2626
Fax (770)-538-2625



Lumpkin County, Georgia All Crash Data Maps



Roadways



Accident Site
Locations



Georgia Mountains RDC
1310 W. Ridge Road
Gainesville, GA 30501
Ph. (770)-538-2626
Fax (770)-538-2625



