

RESOLUTION 2025-27

WHEREAS, the 1989 Georgia General Assembly enacted House Bill 215, the Georgia Planning Act, requiring all local governments to prepare a comprehensive plan in accordance with the Minimum Planning Standards and Procedures promulgated by the Georgia Department of Community Affairs; and

WHEREAS, the Comprehensive Plan Update for the City of Hoschton, Georgia, was prepared in accordance with the Minimum Planning Standards and Procedures.

NOW THEREFORE, BE IT RESOLVED by the City of Hoschton that the Comprehensive Plan Update for the City of Hoschton, Georgia dated 2025 as approved by the Georgia Department Community Affairs is hereby adopted, and furthermore, that the Northeast Georgia Regional Commission shall be notified of said adoption within seven (7) days of the adoption of this resolution.

Adopted this 16th day of October, 2025

City of Hoschton


Debbie Martin, Mayor




Jennifer Harrison, City Clerk

City of Hoschton, Georgia Comprehensive Plan 2025-2045 Five-Year Update



Adopted October 16th, 2025



NEGRC
NORTHEAST GEORGIA
REGIONAL COMMISSION

5-YEAR UPDATE BY THE
PLANNING & GOVERNMENT SERVICES DIVISION OF THE
NORTHEAST GEORGIA REGIONAL COMMISSION

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Chapter 1: Introduction and Overview

A Comprehensive Plan is a community’s guide for the growth and improvement of public services, community resources, local policies, and the built environment. The plan represents the preferred vision for the community’s future and provides a tangible list of actions that the community is committed to undertaking to achieve that vision. It is intended to guide local elected officials on land use patterns, the existing needs of facilities and services, and the protection and enhancement of the quality of life within the community.

The plan seeks to establish ground rules for how the community will develop and invest by asking four questions:

1. Where are we now?
2. Where are we going?
3. Where do we want to be?
4. How do we get there?

By considering current needs and existing opportunities, the plan provides a foundation for decision-making in support of achieving short- and long-term goals.



Figure 1: Downtown Hoschton

Background

Hoschton is an exurb of Atlanta, located near Jackson County’s border with Hall, Barrow, and Gwinnett Counties. Originally incorporated in 1891, the city began as a rural community that was economically and culturally tied to the surrounding areas by the rail line that passed through it. Hoschton remained a small town until the turn of the 21st century but has experienced significant growth pressures since the early 2000s due to its proximity to I-85 and nearby high-growth areas. The city is bordered by Braselton to the north and the Mulberry River to the west.

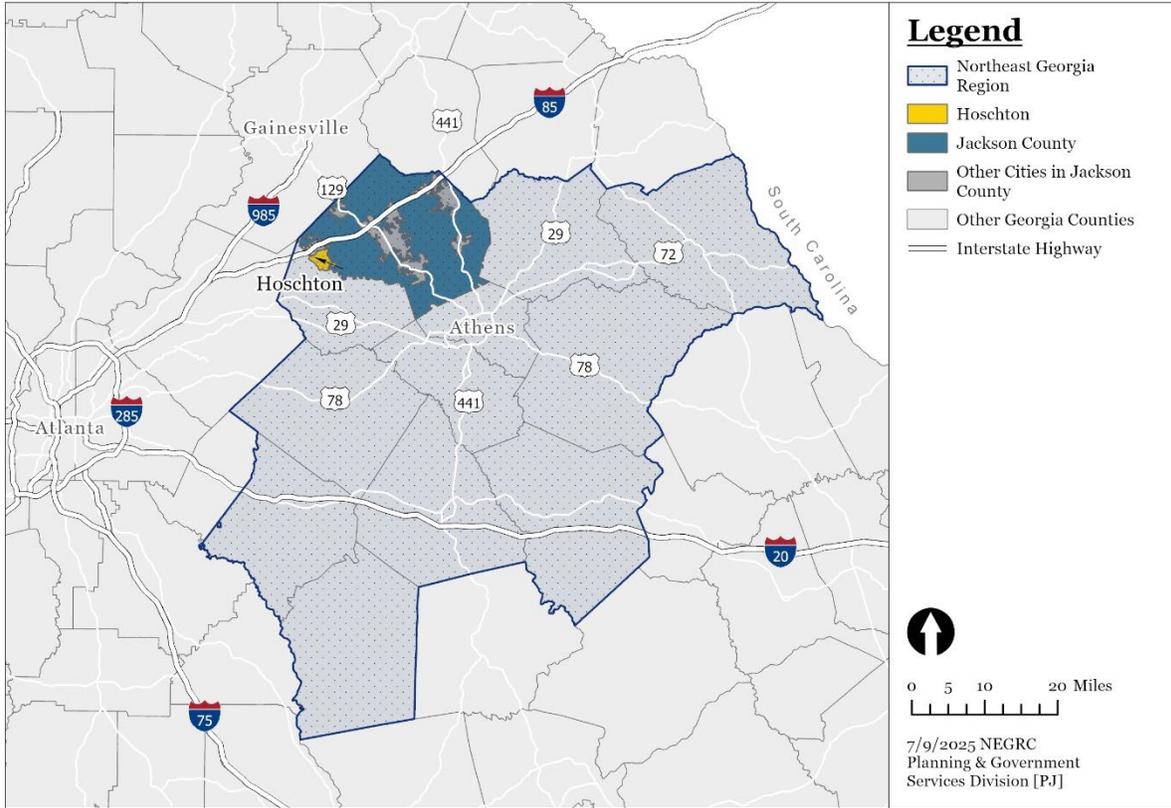


Figure 2: Context Map of the City of Hoschton

Process

The Comprehensive Plan process follows the Rules of the Georgia Department of Community Affairs (“DCA”), O.C.G.A. Chapter 110-12-1, Minimum Standards and Procedures for Local Comprehensive Planning, effective October 1, 2018.

The DCA rules require that the Comprehensive Plan of the City of Hoschton consist of the following elements:

Needs and Opportunities	An analysis of the community’s needs and opportunities helps to determine local conditions. Public engagement was used to identify existing issues and any opportunities on which the City can capitalize to address those issues.
Community Vision and Goals	Through public and steering committee engagement, the City’s vision, goals, and policies are developed to determine the community’s future direction. As a part of this component, policies are identified to assist in making decisions that are consistent with community goals.

(Table continues on next page)

Future Land Use	This section is required for any community that has a local zoning ordinance and assigns future land use categories by parcel. The map and narrative in this section will guide local elected officials on zoning and land use policy decisions. The intention is to influence growth and development throughout the community in consideration of existing development patterns, access to utilities and services, and community needs and goals.
Transportation	Since Hoschton is within the Gainesville-Hall Metropolitan Planning Organization (MPO) boundary, a transportation element is required to ensure alignment with the Regional Transportation Plan (RTP). This element includes regional and local objectives and identifies needs based on current conditions and transportation infrastructure.
Broadband Services	All communities require a broadband element to analyze available services and identify potential improvements. This element is an action plan with steps for promoting reasonable and cost-effective access to broadband.
Community Work Program	The final element of the comprehensive plan, the Community Work Program, outlines steps and strategies for achieving the community’s goals and implementing its plans. The Community Work Program identifies priority projects, timelines for implementation, responsible parties, and funding strategies for the next five years. A Report of Accomplishments that describes the status of each activity included in the previous Work Program is also included in this element.

Table 1: Comprehensive Plan Elements Required for the City of Hoschton

Public Involvement

Public Input & Steering Committee

The Comprehensive Plan update incorporated public involvement throughout. It began with a public hearing and community open house on April 1, 2025. This initial meeting opened with an overview of the planned update process, then transitioned into a drop-in format where NEGRC and city staff shared information about the city and gathered public comments.



Figure 3: Hoschton Comprehensive Plan Initial Public Hearing and Open House, held on 4/1/2025

Following this kick-off event, work sessions were conducted with a Steering Committee comprised of citizens with various roles in the city. The Committee provided valuable feedback, guidance, and recommendations, playing an integral role in shaping a plan that reflects the community’s vision.

In addition, the City hosted an online public survey for 30 days to gather a broader range of input than would have been possible through in-person engagement alone. The survey included general questions about the community’s needs and opportunities, along with more focused topics such as housing, parks and recreation, and economic development. A total of 237 individuals responded. The results of the survey were used to guide steering committee meeting discussions and are included in the Appendix.

A final public hearing was held on September 8th, 2025 before submitting the plan to the DCA for review.

Northeast Georgia Regional Commission

The Northeast Georgia Regional Commission's (NEGRC) Planning & Government Services Division oversaw the development of this plan, including facilitating input meetings.

Data & Statistics

The facts, figures, and statistics used to develop the Plan were generated from data compiled throughout the planning process. The data and analyses were used to identify general trends and provide a reliable quantitative context to describe existing conditions and assist in informing the recommendations and policies.

Chapter 2: Needs and Opportunities

The following list of needs and opportunities were identified by the steering committee and the public during a series of input meetings and an online survey, as well as through professional analysis of relevant data. The list is intended to capture the most prescient needs that the community will have over the next five to ten years, to establish a set of goals the community can work toward achieving.

Population

According to the City's estimate, Hoschton's population was 6,645 in 2024, which is a significant increase compared to the Census's 2020 estimate of 2,677. The city's growth rate dwarfs that of both the Northeast Georgia region and the State of Georgia, and the City anticipates an annual growth rate of 17% between 2024 and 2029. As indicated in the City's adopted Capital Improvements Element,¹ the city's population is expected to reach 18,543 by 2044.

The steering committee emphasized that while the city's growth is a strength and an opportunity to be seized, the city is also at risk of losing its identity if it does not plan properly. Additionally, the steering committee and public noted that rapid residential growth poses significant problems for building and maintaining public services and facilities. Both steering committee members and respondents to the public survey noted that they would like to retain Hoschton's close-knit community as it grows, and to do so, it must plan so that it becomes the community it wants to become.

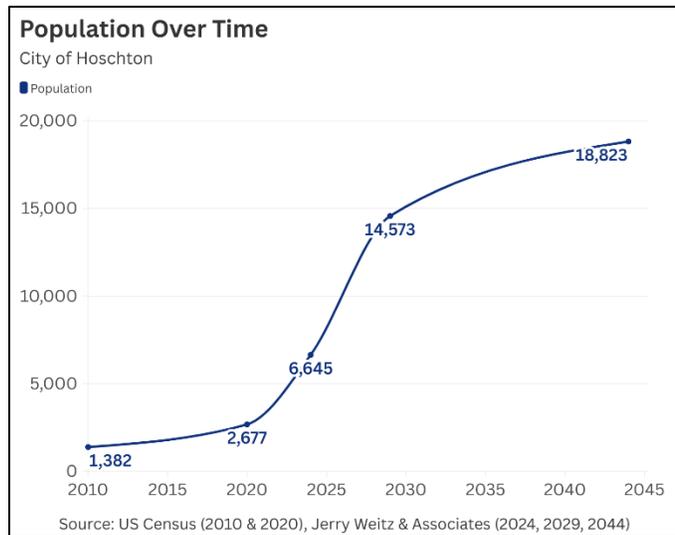


Figure 4: Historic and Projected Population Growth

¹ The City of Hoschton's Capital Improvements Element (CIE) of the Comprehensive Plan was originally adopted on August 31, 2020, and was most recently amended on September 17, 2024. While this element is considered a part of this comprehensive plan, it is kept as a separate document.

Housing

The city’s housing stock has grown significantly in response to population growth. While the city has a growing inventory of townhomes and multifamily housing, most of the city’s housing stock remains single-family detached homes. According to the City’s records, approximately 4,000 new housing units have been approved for construction and are expected to be built over the next several years.

According to the latest data from Zillow, the typical home in Hoschton is valued at approximately \$497,000, which is higher than the cost of a home in both Jackson County and the state of Georgia. This price exceeds what is considered affordable for the median household’s income in the city, requiring many households to pay more than 30% of their income on housing. The average monthly rent is \$2,305, which is near the threshold of what is considered “affordable” for the median household.

Community feedback, including input from the steering committee and the public, expressed concern about the pace of new housing construction. Key issues included the impact of residential growth on greenspace and the city’s long-term capacity to provide services to its growing inventory of homes. Additionally, there is an interest in finding the right balance between the provision of fee-simple ownership and renting within the city.

Ensuring a diverse and inclusive housing stock remains a priority for Hoschton. This includes offering different ownership options (fee-simple vs. renting) as well as different housing types, including single-family detached units, townhomes, and multifamily units. A more varied housing landscape will help the city remain accessible to a broader population, including young families, retirees, and others who may not be able or willing to purchase a single-family detached home.

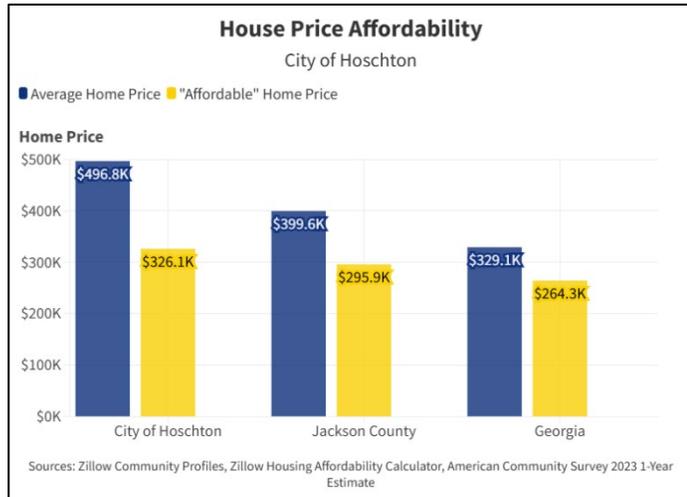


Figure 5: Average home price for the City of Hoschton, Jackson County, and the State of Georgia, and the “affordable” home price, calculated as 30% of the median annual household income

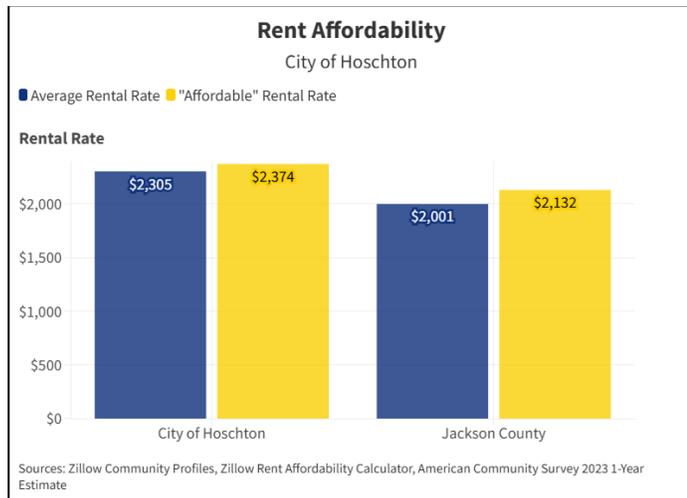


Figure 6: Average rental rates for the City of Hoschton and Jackson County and the “affordable” rental rate, calculated as 30% of the median monthly household income

Cultural Resources

Hoschton’s rapid growth has led to the loss of many of its historic buildings. However, two remaining properties are listed in the National Register of Historic Places: The Hoschton Depot— currently operating as a restaurant and bar—and the Hillcrest Allen Clinic and Hospital. The City does not currently have a Historic Preservation Commission and does not plan on establishing one or designating a local historic district.

The area adjacent to downtown contains the highest concentration of historic buildings. These historic homes and buildings reflect the small-town character and historic heritage of Hoschton. As the City develops its downtown area, it should incorporate the existing homes and structures into future plans as much as feasible. One strategy to do this is to encourage infill development that complements and surrounds these existing buildings.

The City is actively exploring opportunities to repurpose historic buildings for new uses. For example, the City is pursuing options for reusing the site of Larry’s Garage on Highway 53. Whenever feasible, the city should reuse existing buildings for new uses, as this helps to preserve the historic legacy of the city while meeting today’s needs.

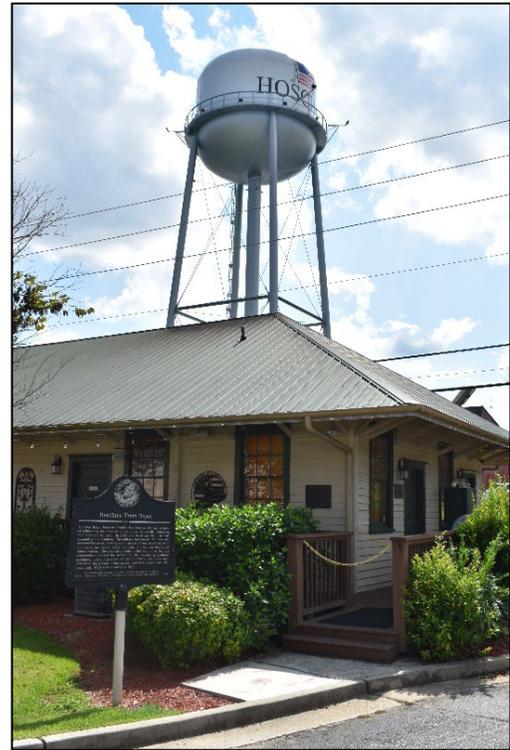


Figure 5: The Hoschton Depot Building, which is now a Cocktail Bar

Natural Resources

The City of Hoschton has retained some of its agricultural heritage and small-town environment, including rolling pastures and large mature trees. However, much of this character is at risk as the city grows. Both the steering committee and members of the public have expressed strong interest in preserving green space for the enjoyment and well-being of residents. The City should explore options for preserving green space throughout the city, whether through public places such as parks and greenways, or through private protections in the form of more stringent tree ordinances.

Several natural waterways flow through the city, with the Mulberry River, which flows along the city’s southwestern boundary, being the most prominent. This river and its associated wetlands provide important ecological functions, including stormwater filtration and flood mitigation. At a minimum, these resources should be protected as specified in Georgia’s Rules for Environmental Planning Criteria (Chapter 391-3-16). A map of all resources, as well as steep slopes within the city, is included in the map on the following page.

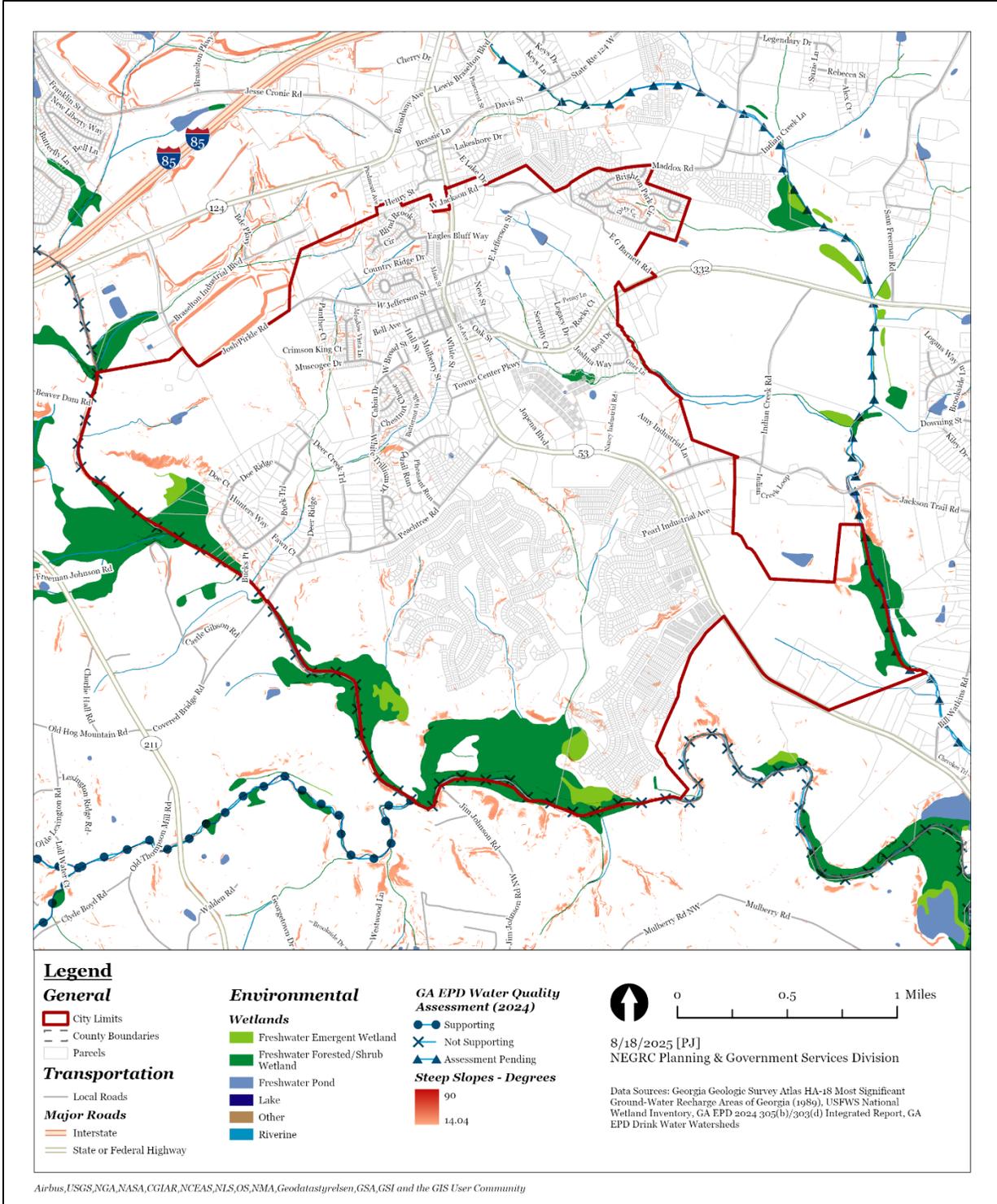


Figure 6: Hoschton Environmental Resources Map

Transportation

The city's transportation network is primarily shaped by two major corridors: Highway 53, which runs north-south and bisects the city, and Interstate 85, located less than one mile to the north of city limits. Beyond these major routes, most of the city is connected through a network of local residential streets.

The steering committee and survey respondents noted that traffic congestion and safety, particularly along Highway 53, as significant concerns as the city grows. Although the City has limited jurisdiction over Highway 53, as it is a state route managed by the Georgia Department of Transportation (GDOT), the City is making efforts to improve overall mobility. These include improving circulation on local streets and investing in infrastructure that supports alternative modes of transportation including walking, bicycling, and golf carts.

Further details on regional and local transportation priorities can be found in the Transportation Chapter of this Comprehensive Plan.

Economic Development

While the City of Hoschton is primarily a bedroom community, its commercial sector has experienced gradual growth in recent years. The downtown area has several successful longstanding local businesses. More recently, a Publix shopping center has opened along Highway 53 south of downtown and a Kroger-anchored shopping center opened in August of 2025.

Despite this success, there is a strong need to expand commercial offerings to enhance residents' quality of life and attract visitors to Hoschton. Both community survey respondents and the steering committee noted the lack of commercial options as a key drawback to living in Hoschton. Many residents expressed a desire to shop locally but noted a lack of sufficient options. In particular, open house attendees voiced interest in additional sit-down restaurants, cafés, small-scale retailers, and entertainment venues throughout the city.

Expanding commercial development not only supports quality of life but also strengthens the City's fiscal health and economic resilience. Additional funding from commercial taxes and business licenses would help the City maintain and expand its critical infrastructure, including roads, sewer systems, parks, and public facilities. Furthermore, local employment opportunities would reduce outbound community, alleviate regional traffic congestion, and create a stronger sense of community by allowing residents to live and work within the city. The City may need to take more aggressive measures to preserve its nonresidential land supply and prevent conversion to residential that would impede future economic development.

Community Facilities and Services

The City is working proactively to expand infrastructure and public services to support the quality of life for residents. The City is currently completing the first phase of its wastewater treatment plant expansion, increasing capacity from 0.5 to 0.95 million gallons per day (MGD). A second phase, which will expand the plant from 0.95 MGD to 2 MG, is planned to begin shortly afterwards. To enhance water supplies, the City plans to connect to Barrow County's water system and to build its own water wells. For water storage for fire protection, the City plans to build two additional water tanks, with the construction of one currently in process. Beyond utilities, the City will continue to expand its community facilities such as government offices, parks, community centers, and public safety buildings.

Despite this progress, the City must continue exploring funding mechanisms to support the expansion of essential services. Although the City began collecting impact fees in 2020, it currently only collects them for parks & recreation and police & municipal court. Outside of these, the City relies on SPLOST, building permit fees, and water/sewer connection fees for funding infrastructure improvement projects. However, these sources may not be sufficient to meet the city's short- and long-term infrastructure needs.

The City should explore additional funding options for community facilities and services. These may include ad valorem taxes, special assessment districts for roads and street lighting, and additional municipal development impact fees. Additionally, the City should explore options for increasing development density in strategically selected places. Low-density development often results in higher infrastructure costs per acre because the greater distances between buildings require longer stretches of roads and utility lines to be constructed and maintained. In contrast, higher-density, mixed-use development, when appropriately placed, can not only generate higher municipal tax revenue per acre, but can also decrease overall infrastructure maintenance costs due to the development's overall smaller footprint.

Parks and Recreation

There are currently two public parks in Hoschton that are maintained by Jackson County: Hoschton Park, located along Highway 53 at Hoschton's northern boundary, and West Jackson Park, located on Cabin Drive. Hoschton Park features soccer fields, while West Jackson Park includes ballfields. Both parks offer walking trails, playgrounds, and picnic areas.



Figure 7: West Jackson Park

Both the steering committee and public survey respondents emphasized the importance of improving the city's parks & recreation offerings. They noted that as the city continues to grow and increase in density, access to outdoor spaces for relaxation, exercise, and community gathering is vital for residents' quality of life. Open house attendees and public survey respondents specified that the City's priorities for new facilities should be walking trails, event spaces, picnic areas, playgrounds and dog parks.

According to the City's Capital Improvements Element, Hoschton has adopted a level-of-service standard of 4 acres of park and open space per 1,000 residents. Due to its high population growth, the City will need to significantly increase its parks and recreation space and facilities to maintain this level-of-service. As it does so, the City should prioritize including the amenities most important to residents. Additionally, the City should prioritize connecting its park spaces with multi-use paths and greenways, which have the dual benefits of additional passive recreation opportunities and reducing roadway congestion through alternative transportation options.

An additional strategy to expand park space within the city is to require their construction within new developments. The City should explore updates to its subdivision codes that would require developers to either dedicate land for recreational use or to construct park facilities within the subdivision. This option would help ensure that park space grows in tandem with new housing.

Land Use and Development

The remainder of Hoschton's undeveloped land will likely be converted to developed uses in the short-term future. While this transition may be inevitable, both the steering committee and city residents expressed concerns about how this could change the character and identity of the city.

For future development to align with the City's vision, its desired future state must be enshrined in its developmental codes. The City is currently in the process of reviewing its development code to see if any updates are needed. As the city continues to grow, it should ensure that it hires additional planning and administrative staff as needed to manage development activity, enforce regulation, and guide the city toward a future that reflects the values and priorities of its residents.

Chapter 3: Vision and Policies

The plan’s vision and policies look to the future. The City’s vision paints a picture of what the community wants to be in 20 years. The City’s policies articulate a combination of ideals that they should strive to accomplish as well as best practices for the City. When possible, the policies should be institutionalized in city ordinances and procedures.

Vision

Hoschton will retain its small-town charm and friendly neighborhoods while embracing its growing, diverse population and dynamic future. A vibrant historic downtown and multiple connected activity nodes—each with a distinct character—will feature thriving small businesses, diverse amenities, and welcoming public spaces. These centers will be linked by safe, multimodal infrastructure, ensuring accessibility for all. Hoschton will offer a wide range of housing options to serve residents of all ages, backgrounds, and income levels. Through innovative and sustainable investment in infrastructure, parks, and services, the City will enhance quality of life, support economic growth, and foster a resilient, forward-thinking government that actively engages its community.



Policies

Natural Resources and Environmental Policies

#	Title	Policy
1	Wetland Protection	Preserve wetlands where they exist and establish and maintain a minimum 25-foot-wide protective buffer around the wetland. If wetlands cannot be preserved on-site, mitigate wetland loss through wetland banking.
2	Abide both the State’s Environmental Planning Criteria and County’s Policies	All proposed developments should be evaluated based on the rules for the protection of water supply watersheds, groundwater recharge areas, wetland protection, river corridors, and mountain protection specified in both the Georgia Rules for Environmental Planning Criteria (O.C.G.A. Subject 391-3-16) and the county’s Environmental Overlay Districts (Article 5). For further information on the location of Hoschton environmental resources, please see the Hoschton Environmental Resources Map on page 11.
3	Floodways and Floodplains	Restrict or prohibit development in floodplains. Any development within floodplains should not decrease floodplain storage and should not inhibit the flow of floodwater.
4	National Flood Insurance Program	Continue to participate in the National Flood Insurance Program. Periodically amend the flood damage prevention/floodplain management ordinance to comply with changes to ordinances specified by the Federal Emergency Management Agency.
5	Minimize Water Quality Impacts	The location and intensity of development should be arranged to minimize the negative effects of that development on water quality, both during and after construction. Major considerations concerning water quality should include organic pollution from infiltration and surface runoff; erosion and sedimentation; water temperature elevation; nutrients such as nitrogen and phosphorous; and toxic materials. In cases of land clearing for new development, the City’s building inspector will ensure that adequate runoff mitigation, through silt fencing or other comparable methods, are implemented.
6	Stormwater Management Best Practices	Implement best practices for water pollution control and stormwater management, including but not limited to “low impact development” techniques such as biofilters (vegetated swales/strips), wet ponds, and constructed wetlands. Design man-made lakes and stormwater ponds that maximum habitat value and serve as amenities for the development. Sites should be designed to drain to the rear or side where possible. Fenced detention ponds in front yards should be strongly discouraged or prohibited. Stormwater detention or drainage placed adjacent to the right-of-way should have a slope gentle enough to avoid fencing requirements and should be attractively landscaped. New, major residential subdivisions should be required to ensure that adequate funding is available for the maintenance of any non-public on-site stormwater detention facilities.
7	Steep Slopes	Steep slopes (25% or more) should be set aside as conservation areas. No lot should be created with more than 50 percent of its area containing steep slopes, and lot subdividers should demonstrate that each lot has a suitable building envelope outside steeply sloping areas. If a building site must be created with steep slopes, all buildings and structures on such building sites should have foundations that have been designed by a civil engineer or other qualified professional. When development must occur within steeply sloping areas, site designers are encouraged to propose and apply innovative concepts for slope and soil stabilization, and limitations on grading. For further information on the location of steep slopes in Hoschton, please see the Hoschton Environmental Resources Map on page 11.
8	Landscape Ecology and Habitat Protection	Consider habitat information in the review of land developments from GA DNR and the USFWS. Promote and pursue principles of landscape ecology when reviewing large developments and major subdivisions.
9	Tree Protection	Protect and enhance the existing tree canopy within city limits by enforcing the tree protection regulations within the City’s subdivision and land development ordinance.
10	Water Conservation	Promote the conservation of water by residents, businesses, industries, and institutions, to meet local, regional, and state objectives or directives. Participate in private and public educational efforts that are designed to assist in water conservation.

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#	Title	Policy
11	Energy Efficiency	Reduce energy consumption through promoting more sustainable urban design. Ensure city-owned assets are energy efficient and pursue utility-scale solar installations at city-owned properties to offset municipal energy use.
12	Historic and Cultural Resources	Protect the traditional character of the city by preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other important scenic or natural features.
13	Park and Open Space Conservation	The City should proactively acquire appropriate lands for open space conservation and for future parks. These lands should be dispersed throughout the city to benefit residents of each area of the city.

Table 2: Natural Resources and Environmental Policies

Economic Development Policies

#	Title	Policy
1	Infrastructure Readiness	Provide and maintain sanitary sewer and road capacity to attract new commercial and manufacturing activities. Reserve such capacity for the types of industries and businesses that need the infrastructure.
2	Business Climate	Create and maintain a positive climate for business in the city by simplifying licensing & permitting, investing in infrastructure, and supporting business communities.
3	Balance of Interests	Balance the need to regulate the design and appearance of commercial and other properties with a positive regulatory environment that is sensitive to the need for businesses to be competitive in the marketplace.
4	Attract Entertainment Assets	Prioritize attracting businesses such as entertainment venues, restaurants, and other gathering places to make Hoschton a destination for visitors and to promote a sense of place for residents.
5	Prioritize Commercial Development	Actively promote the development of additional commercial developments within the city, prioritizing development in the downtown area. Protect areas designated as commercial in the Future Land Use Map from being rezoned to other uses.

Table 3: Economic Development Policies

Housing Policies

#	Title	Policy
1	Housing Opportunities	Provide quality housing within the city with a variety of housing sizes, price points, and densities.
2	Life Cycle and Mixed Generation Communities	Encourage “life cycle” or “mixed generation” communities that provide for persons of different age groups (including seniors) to live in the same community as they age.
3	Housing for Seniors and People with Disabilities	Create a regulatory environment that promotes the provision of housing for people with disabilities and seniors. This includes housing that is single-level with no-step entrances and wide doorways. Senior housing should be in proximity or with appropriate access to healthcare services.
4	Housing and Property Standards	Allocate appropriate resources to enforce housing and property maintenance codes. Require substandard or dilapidated housing to be brought up to applicable codes or demolished if code compliance is not feasible.
5	State & Federal Housing, Community Development Programs	Consider federal and state financial assistance programs to improve housing and infrastructure in low- and moderate-income neighborhoods.
6	Abide by State Code Standards	Update city codes to adopt standard state codes when revised and adopted by State.

Table 4: Housing Policies

Community Facilities and Services Policies

#	Title	Policy
1	Level of Service Standards	Establish and maintain level-of-service and performance standards for major community facilities and services provided by the City. Annually update the City's capital improvement element and short-term work program. Implement the schedule of improvements of the capital improvements element.
2	Long-term Water and Sewer Planning	Continue to investigate the feasibility of additional long-term sources of water supplies, including opportunities during the development review process. Periodically update the 10-year capital improvement program for water and sewer.
3	Contingency Plans for Water System	Ensure that contingency plans are prepared and up to date for dealing with major water line breaks, loss of water sources during drought, and other possible damages to the water system such as flooding.
4	Sanitary Sewer	Manage water-borne waste by operating, maintaining, expanding, and replacing components of the wastewater system to ensure uninterrupted collection, transport, processing, and treatment. Wastewater flows should not bypass treatment facilities or be stored on private property.
5	Water and Sewer Service Areas	Delineate, adopt, and periodically revise as a part of the county's service delivery strategy, water and sewer service areas for the city as a municipal service provider. Revise service area boundaries when necessary to account for municipal annexations.
6	Standard Construction Details and Specifications	Maintain and periodically update standard construction specifications and standard drawings for water and sewer systems.
7	Emergency Preparedness	Participate in the County's Pre-Disaster Mitigation Plan Update every five years to prepare for potential disasters. Update city safety plans and procedures at regular intervals or as mandated.
8	Schools	Evaluate the impacts of residential development on the public school system. Where impacts are evident, seek a development agreement to provide school site(s) or otherwise mitigate the impact of residential development on the public school system.
9	MS4 Federal Mandates	Continue to implement Municipal Stormwater Program (MS4) federal mandates.
10	City Personnel	Re-evaluate personnel needs regularly and budget for new positions as appropriate.

Table 5: Community Facilities and Services Policies

Broadband Policies

#	Title	Policy
1	Promote Superior Service	Promote the deployment of broadband services by broadband service providers into unserved areas within the city and take action to report slow speeds to state, federal, and private partners.

Table 6: Broadband Policies

Transportation Policies

#	Title	Policy
1	Modes	Promote development that contributes to creating an integrated, connected, and safe multi-modal transportation system. Actively increase pedestrian, bicycling, and golf cart infrastructure within the city. Educate the public on the availability of public transit service through Jackson County Transit, when needed.
2	Funding	Secure federal and state funding for transportation, where available. Maintain a list of priority streets for repair/upgrade for purposes of LMIG expenditure and street resurfacing programming.
3	Connectivity and Access Management	Promote regional and countywide connectivity in the local road network. Local streets should be planned where possible with more than one connection to the existing public road network. Street stubs should be provided to ensure connectivity with future subdivisions on abutting lands. Apply access management standards to control the connections and access points of driveways and roads to public roadways.
4	Context Sensitivity	Design planned roadway improvements in a way that is context sensitive, preserves or creates a sense of place near the improvements, and enhances community aesthetics.
5	Traffic Routing	Ensure that commuter and truck traffic is not routed into residential neighborhoods to preserve the safety and road quality of residential neighborhoods.
6	Speed Limits	Establish posted speed limits for all city roadways and periodically re-evaluate speed limits based on road conditions, features, usage, and historic crash data.
7	Land Development and Transportation	When development occurs, the City should require the developer to improve facilities along the public street frontages and internal to the development to ensure the safe and convenient flow of traffic both within the site and to ensure that the site is well integrated into the overall transportation network. Pedestrian and bicycling infrastructure (sidewalks, multiuse paths, etc.) should be installed within and fronting the development.
8	Commercial Development	New commercial areas should have public road access at the proper functional classification. Big box businesses should require a traffic study prior to land development approval that proposes mitigation measures to minimize capacity and safety issues and to reduce conflicts among pedestrians, bicyclists, vehicles, and trucks. Encourage the installation of grid street patterns in commercial nodes. Require parcel-to-parcel connectivity in non-residential areas (where compatible) to ensure that drivers can directly access abutting parcels.
9	Gainesville-Hall MPO	Actively participate in meetings of the Gainesville-Hall Metropolitan Planning Organization to monitor transportation planning proposals.

Table 7: Transportation Policies

Land Use Policies

#	Title	Policy
1	Residential Neighborhoods	Create and maintain stable neighborhoods that are safe, walkable, and create a sense of place. Protect residential areas (whether rural, suburban, or urban) from nuisances (e.g., excessive noise, odor, traffic and lighting) from encroachment by incompatible land uses. Preservation of the integrity of residential neighborhoods shall be considered to carry great weight in all rezoning decisions.
2	Compatibility and Transitions in Land Use	Rezoning and planned unit developments should result in land development that is compatible with and does not negatively impact nearby properties. Avoid harsh or abrupt changes of land use by encouraging a logical and compatible relationship of land use, with the ideal progression being from residential to public-institutional (including private office), to commercial, to industrial. If harsh or abrupt changes in land use cannot be avoided, the transition should be better facilitated with special design techniques, step downs in intensity or density, and/or conditions of approval relating to building height, building setbacks, buffers, and limitations on incompatible operating characteristics.

(Table continues on next page)

#	Title	Policy
3	Access to Conservation Lands	Subdivisions are strongly encouraged, if not required, to provide pedestrian easements or fee-simple land dedications to public open spaces and/or publicly designated conservation lands on all abutting properties.
4	Conservation Subdivisions	Subdivisions are encouraged but not required to follow principles of conservation subdivision and design to preserve existing tree green spaces on site and minimize the impacts of development.
5	Access to Parks and Recreation	Proactively acquire new lands for future parks. Ensure that all residents live within proximity to a public park that offers both passive and active recreation.
5	Adequate Public Facilities	As a condition of approval, major subdivisions (6 or more lots) and major land developments must demonstrate the availability of public water, sewer, fire protection, law enforcement, roads, stormwater management, parks and recreation, and public school facilities. Major subdivisions and major land developments that cannot demonstrate all such facilities are available or planned at the time of development or within a reasonable period of time thereafter may gain approval only if they mitigate the lack of such facilities, through the dedication of land in the subdivision or off-site, on-site and/or off-site improvements, payment of impact fees if imposed by the City, or payment of in-lieu fees or other acceptable arrangements via development agreements.
6	Manufactured Housing	Except in rural and agricultural areas or zoning districts, manufactured home parks, manufactured home subdivisions, and manufactured homes on individual lots are prohibited by city regulation.
7	Sewer	Land development and land subdivisions in urban and suburban parts of the city should be connected to public sanitary sewer as a condition or prerequisite of development approval.
8	Buffers and Screening	Screen negative views through site planning, architectural, and landscape devices. Utilize buffers to separate potentially conflicting or incompatible land uses.
9	Non-residential and Multi-Family Residential Site Plan Review	All non-residential and multi-family residential developments should be reviewed with respect to the following which should not be considered limiting: access, site design, landscaping, parking, environmental protection, lighting, architectural characteristics of buildings, and signage.
10	Industrial Land Use	New industrial operations should be limited to those that are not objectionable because of the emission of noise, vibration, smoke, dust, gas, fumes, odors, or radiation and that do not create fire or explosion hazards or other objectionable conditions. However, in areas designated for industry that are clearly removed from residential areas, heavy manufacturing and heavy industrial uses, including those creating objectionable conditions, may be considered appropriate depending on specific conditions.
11	Mixed Use	Within designated downtown and mixed-use areas, the vertical mixing of residential with office and commercial land uses is desirable. Horizontal mixed use is also encouraged.

Table 8: Land Use Policies

Chapter 4: Land Use

Pursuant to the rules of the Georgia Department of Community Affairs, the following Future Development Map and Defining Narrative provide the physical planning component of the comprehensive plan. The “future land use” methodology was chosen for this document’s land use plan which involves assigning land use categories to each parcel with example uses associated with each category.

It is crucial to have a holistic understanding of land use patterns and existing regulations, as they will have the most significant influence over future growth and development. A review of existing land use was performed to accurately inform any potential future changes. In addition, the future land use map is conceptually consistent with the local zoning ordinance so that the local government’s ability to manage land use appropriately is not diminished.

These future land use (FLU) categories correspond to the following map. While zoning and development regulations vary, FLU represents a standardized approach to envisioning and planning for desired scenarios. As such, it is natural that certain areas may appear to be inconsistent between the FLU and zoning maps because FLU presents a blueprint for what is to come.

Existing Land Use

Existing Commercial Land Use

State Route 53 is the principal thoroughfare that runs north-south and bisects Hoschton. Almost all existing commercial uses in the city are located within the SR 53 corridor south of East and West Jefferson Streets. Downtown Hoschton, which is centered on the historic train depot and stretches along SR 53 from East and West Jefferson Street to SR 332, consists mostly of small-scale retail, service, and office uses, some of which are adaptively reused single-family dwellings. South of the downtown (at SR 53 and SR 332), highway-oriented commercial uses exist along both sides of SR 53, including those along Towne Center Parkway, Jopena Boulevard, and Jackson Trail Road. Recently, most of the commercial growth has been around the intersection of SR 53 and Peachtree Road, where two shopping centers with grocery stores have been recently constructed.



Figure 8: The New Kroger Shopping Center in Hoschton

Existing Residential Land Use

Residential development in Hoschton consists of a range of single-family subdivisions and some limited multi-family uses. Hoschton's original neighborhoods exist in a more-or-less grid pattern east and west of downtown along East and West Broad Street, Bell Avenue, White Street and New Street; several of the homes in these original neighborhoods are historic. Outside the original circular city limits, low-density residential subdivisions were constructed in the early to mid-1990s along the north side of Peachtree Road, including Deer Creek Farms (in five phases) and Quail Run. Panther Creek Estates, on the south side of West Jefferson Street, was also developed in the mid-1990s.



Figure 9: Neighborhood in Hoschton

In the early 2000s, low-density residential subdivisions were developed along SR 332 in the eastern part of the city, including Century Oaks and Town Park II. Multiple subdivisions such as The Village at Hoschton, Brook Glen, Wildflower, Brighton Park, and Creekside Village were all begun in the mid-2000s but were stalled due to the Great Recession and were not completed until much later. The city's current rapid pace of residential development began in the late 2010's, with the most notable development being the 1,500-acre Twin Lakes Planned Unit Development along the south-southwest side of SR 53 east of Peachtree Road, which will consist of approximately 2,350 single-family homes, 250 townhomes, and additional commercial space at full buildout.

Existing multi-family residential development is small-scale and limited to scattered locations: an apartment complex was constructed at the end of West Broad Street in 1985, a small apartment complex was constructed in 1987 on the east side of SR 53, and two duplex buildings were constructed along the north side of West Jackson Road in 1988. There are also a few duplexes and apartments along the north side of West Jefferson Street. An apartment building for seniors was constructed at the end of Jefferson Avenue in the northwest part of the city and became ready for occupancy in 2020.

Other Existing Land Uses

Industrial uses are concentrated almost exclusively in the southern part of the city on the north-northeast side of SR 53 and along Nancy Industrial Drive, Amy Industrial Lane, and Jackson Trail Road. Existing public-institutional uses include, in addition to various churches, a post office, a fire station, a county school campus, the city's wastewater treatment plant, and a cemetery. Existing active park facilities include Hoschton Park at the north end of the city and West Jackson Park on Cabin Drive.

Future Land Use Narrative and Supplemental Policies

The following land use policies apply to the interpretation and use of the future land use map. These supplement other goals, objectives and policies of the comprehensive plan.

Downtown

Hoschton should strive to create a vibrant and accessible downtown within the Downtown Overlay that serves as the heart of Hoschton's cultural, civic, and economic life. The downtown should feature a thoughtfully integrated mix of land uses including residential, retail, office, and public-institutional within walkable, human-scaled streets. Civic gathering spaces such as plazas and pocket parks should be included, and the City should encourage strategic infill development to both retain its historic character and increase the density of the area.

Corridor Commercial

The City should prioritize developing its remaining stock of commercial land along SR 53. Development, with some exceptions, along SR 53 is subject to design review as part of the SR 53 corridor overlay district. Corridor commercial development should be well integrated with surrounding transportation networks by providing pedestrian and bicycling access to nearby residential areas and creating inter-parcel access between commercial tracts.

Industrial

Industry should be limited to areas shown on the future land use plan map as industrial. Heavy industrial development with externalities such as smoke, dust, odor, vibration, or noise is discouraged if not prohibited.

Transitional-Mixed Use

Parcels designated as transitional-mixed use may (depending on specific location and context) be appropriately utilized for a range of uses, from detached, single-family residential, multi-family residential, office, institutional, and neighborhood commercial. If rezoned, conditions should be placed on properties to ensure compatibility with and appropriate transition to abutting single-family residential neighborhoods.

Public-institutional

As urban and suburban areas develop, institutional land uses such as churches, schools, and institutionalized residential living facilities should accompany new residential and commercial land use. Larger scale (i.e., 40,000 square feet or more) institutional development should provide multiple entrances and exits to disperse traffic. Buildings at the edge of neighborhoods should be scaled to fit and be compatible with abutting land uses. Pedestrian connections to the downtown area should be provided.

Single-Family Residential

Existing single-family residential subdivisions must be protected from encroachment by higher-density residential and nonresidential land uses. When a rezoning is proposed for an area designated as low-density or medium-density residential, lots that abut existing low-density residential subdivisions should be similar or compatible in lot size, lot width, and building orientation. When a rezoning is proposed for

an area designated as medium-density residential, conservation and/or open space area should be set aside to offset smaller lots/higher density.

Multi-Family Residential

The City anticipates the overall mix of housing to diversify substantially in the future with more multi-family residential being constructed. The City anticipates approximately 1,800 townhomes and 700 apartments being available within the city after the construction of all approved developments. While the City's preference is for fee-simple housing, additional housing options such as apartments and condominiums should be provided for residents such as young families and senior citizens who do not desire to or cannot afford to buy their own single-family detached house.

Park/Recreation/Conservation

Hoschton should strive to create a citywide parks and recreation network and to preserve its existing natural resources. The City should proactively acquire land for new park spaces and prioritize constructing new active and passive recreational facilities so that all residents are within proximity to a park. It should collaborate with Jackson County to expand the current parks within city limits, which include Hoschton Park and West Jackson Park. The City should also prioritize building a greenway & multi-use path network that connects parks, downtown, and commercial destinations.

Pirkle Farm Tract

Though not entirely within the city limits, the Pirkle Farm Tract (south of Josh Pirkle Road) if annexed must be developed with high sensitivity to the Deer Creek Farms subdivision to its south. Warehouses are not appropriate within 600 feet of the boundary of the Deer Creek Farms subdivision, and if approved, they must be oriented toward Josh Pirkle Road. Extensive open space and buffering should be proposed between any development on the Pirkle Farm tract and the Deer Creek Farms subdivision. Special watershed protection measures must be implemented to ensure the protection of the downstream watershed.

Future Land Use Categories

Category	Description
Park/ Recreation/ Conservation (PRC)	Land dedicated to active uses or set aside as passive recreational uses and open space. These areas may be either publicly or privately owned and may include playgrounds, public parks, conservation areas, and other areas set aside for public or private open space.
Residential, low density (LDR)	Single-family dwelling units, detached, site-built on individual lots at densities of less than 2 units per acre
Residential, medium density (MDR)	Single-family dwelling units, detached, site-built on individual lots at gross densities ranging from approximately 2 to 5 units per acre (depending on context and location).
Multi-Family Residential (MFR)	Two-family dwellings (duplexes), fee-simple townhouses, apartments, and condominiums. Densities range from approximately 5 to 12 dwelling units per acre.
Transitional-Mixed Use	Properties in between commercial areas and residential neighborhoods that may be appropriately used for different land uses depending on context and location, including detached, single-family residential, multi-family residential, office, institutional, and neighborhood commercial uses. For Transitional-Mixed Use areas within the Downtown Overlay, this future land use should be a dense, mixed-use area with accessible public spaces and pedestrian-friendly design. For Transitional-Mixed Use areas outside the Downtown Overlay, the intention is to create a stepped transition of density from urban areas to rural residential, agriculture, conservation, or forestry uses.
Public-Institutional	State, federal or local government uses, and institutional land uses, including police and fire stations, libraries, post offices, schools, churches, and cemeteries. This category may also be appropriate for office parks and individual office buildings.
Commercial	Retail trade, services, restaurants and entertainment facilities.
Industrial	Manufacturing facilities, processing plants, factories, warehouses and wholesale trade facilities.
Transportation/ Communication/ Utilities	Electric power substations, utility company installations, utility easements, communication towers, and other similar uses.

Table 9: Future Land Use Category Descriptions

Overlay Area

Overlay	Description
Downtown Overlay	The area into which downtown should gradually expand. The downtown overlay area should feature a mix of land uses including residential, retail, office, and public-institutional within walkable, human-scaled streets. Civic gathering spaces such as plazas and pocket parks should be included, and the City should encourage strategic infill development to both retain its historic character and increase the density of the area.

Table 10: Overlay Area Descriptions

Hoschton Future Land Use Map

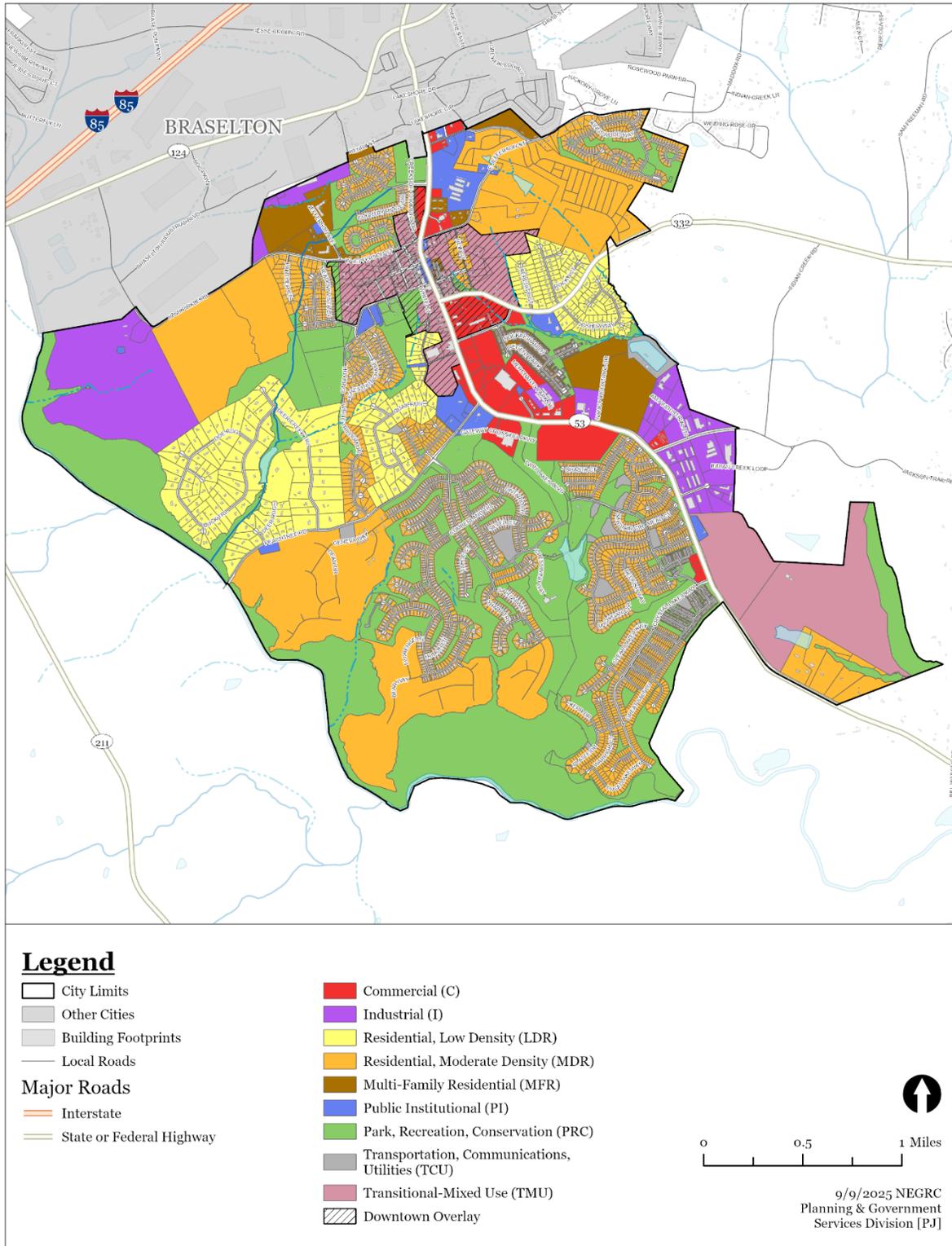


Figure 10: Hoschton Future Land Use Map

Chapter 5: Broadband Services

Expansion of broadband is a top priority region wide. The Northeast Georgia Comprehensive Economic Development Strategy (CEDS) 2022–2026 prioritizes broadband expansion through specific tasks in its Action Plan (Action Items 3.1–3.4). This CEDS update was crafted through key stakeholder input from the entire Northeast Georgia Region, including economic development professionals, educators, business leaders, and elected officials. Additionally, in 2018 the Georgia Department of Community Affairs launched the Georgia Broadband Deployment Initiative (GDBI) to coordinate and establish broadband programs to increase economic, educational, and social opportunities for Georgia citizens and businesses. The initiative provides for the expansion of broadband infrastructure and services through new state and local broadband planning policies.

Findings

According to the June 2024 Broadband Data Collection data published by the Federal Communications Commission, almost all of the City of Hoschton is served by broadband. A broadband serviceable location (BSL) is considered “served if it has access to low-latency fiber, cable, copper, or licensed terrestrial fixed wireless offering of speeds greater than or equal to 100/20 megabytes per second. The only areas of the city without quality broadband service have minimal customers in the area.

While the City is currently experiencing satisfactory internet speeds, it should ensure that broadband service is expanded into newly developed areas to ensure that all Hoschton residents have access to quality internet service. Additionally, if the City discovers any areas that are underserved by broadband service, they should take action to report slow speeds to state, federal, and private partners.

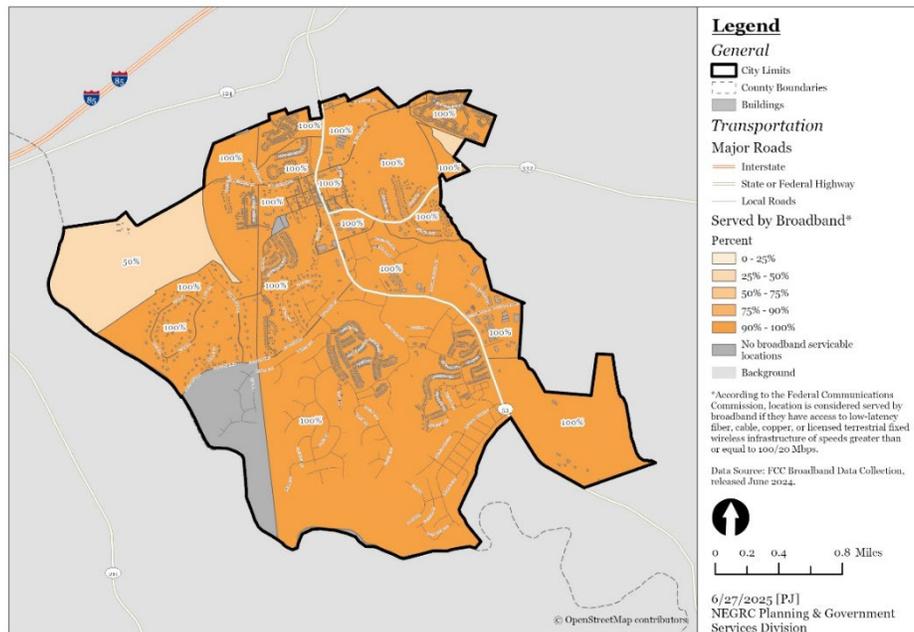


Figure 11: Broadband Availability Map of the City of Hoschton

Chapter 6: Transportation

The Department of Community Affairs Requires a transportation element for any local government whose jurisdiction falls within a Metropolitan Planning Organization (MPO) boundary, and the City of Hoschton is within the Gainesville-Hall MPO (GHMPO). The analysis required for a transportation element can be found within the GHMPO's Metropolitan Transportation Plan. This chapter outlines the objectives and priorities of the regional transportation plans. Additionally, the city's transportation network is considered to prove more localized transportation context and analysis for the community.

Gainesville-Hall MPO

The Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the governmental transportation planning body for Hall County and a portion of western Jackson County, which includes the City of Hoschton. It conducts federally mandated transportation planning for its service area, and representatives from the City of Hoschton serve on Policy and Advisory committees for the MPO. On May 6th, 2025, the GHMPO adopted its 2055 Metropolitan Transportation Plan as well as its Bicycle and Pedestrian Plan 2025 Update. The Metropolitan Transportation Plan (MTP) is a federally mandated long-range planning document that identifies transportation deficiencies, policies, strategies, and projects, and the GHMPO's MTP covers a planning horizon of 30 years. The Bicycle and Pedestrian Plan sets a vision for a safe, accessible, and connected bicycle and pedestrian network within the GHMPO planning boundary area and includes project and policy recommendations to achieve its vision.

A map of the GHMPO boundary is shown on the following page. An outline of the goals, objectives, recommendations, and projects that are relevant to the City of Hoschton are shown in this section. The City of Hoschton should consider these plans when making all local transportation policy and infrastructure decisions.

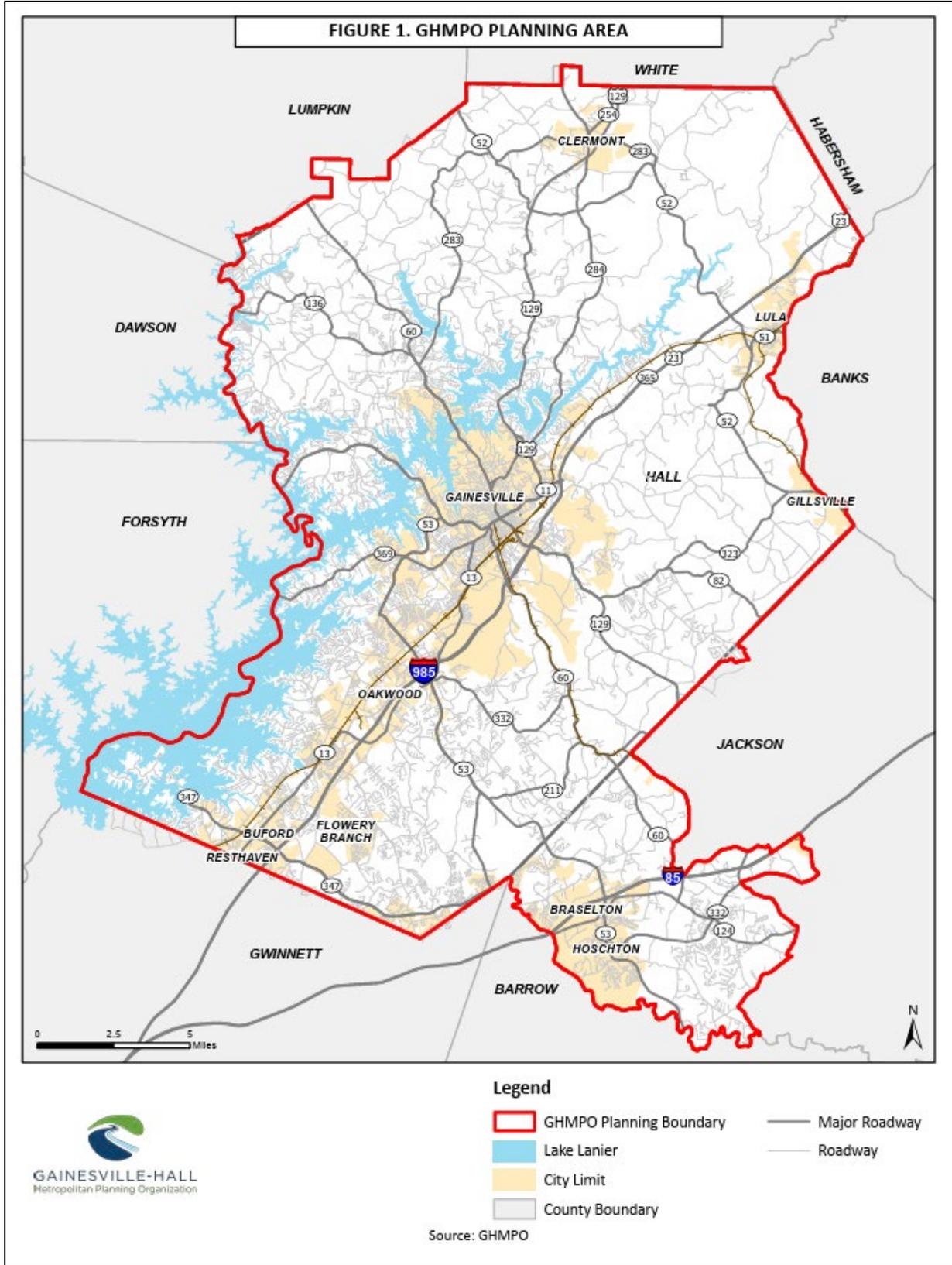


Figure 12: GHMPO Planning Area Boundary

Metropolitan Transportation Plan

Metropolitan Transportation Plan: Goals and Objectives

The following goals of the MTP plan were established through public and stakeholder input and then reviewed against existing federal, state, and local goals and performance targets. The supporting objectives are actionable initiatives that demonstrate how goals will be implemented.

Goal	Title	Description	Objectives
1	Coordination and Outreach	Educate and seek feedback and input from as many people as possible during the plan development process.	<ul style="list-style-type: none"> • Work with GAMPO and other MPOs to improve the process for developing revenue projections and cost estimates and educate local stakeholders about available funding sources for local and regional projects. • Seek input from varying stakeholder groups including business groups, housing groups, resource agencies, and community groups including environmental communities. • Expand outreach and engagement techniques.
2	Multimodal Connectivity	Provide a more integrated multimodal and intermodal transportation system.	<ul style="list-style-type: none"> • Establish performance measures and targets related to alternative transportation and accessibility. • Partner with public and private sector organizations to introduce Transportation Demand Management (TDM) strategies into the GHMPO planning area. • Identify and prioritize transit, bicycle, and pedestrian improvements and associated funding opportunities. • Continue to abide by the GHMPO Complete Streets Policy.
3	Safety and Security	Ensure a safe and secure transportation system.	<ul style="list-style-type: none"> • Support efforts, like the Hall County Safety Action Plan, to reduce the number of fatalities and serious injuries within the GHMPO planning boundary. • Continue to review crash data and develop crash profiles for jurisdictions within the GHMPO planning boundary. • Coordinate with federal, state, and local agencies to ensure priority routes like the Strategic Highway Network (STRAHNET), STRAHNET Connectors, Evacuation Routes, Governor's Road Improvement (GRIP) Corridors, and State Freight Corridors are considered when identifying project needs. • Continue to update and assess progress towards highway and transit safety including the Georgia statewide safety performance target (PM 1, Transit Safety).
4	System Preservation and Maintenance	Preserve the existing transportation system.	<ul style="list-style-type: none"> • Maintain the existing transportation system in good condition and update and assess progress towards meeting Georgia statewide pavement and bridge condition performance measure (PM 2). • Prioritize, fund, and schedule road, bikeway, and sidewalk maintenance expenditures. • Encourage partners to incorporate strategies to minimize future maintenance costs throughout the project development process.

(Table continues on next page)

Goal	Title	Description	Objectives
5	Environment	Develop a transportation system that promotes the attainment of air quality standards, protects the natural environment, promotes public health, and improves system resiliency.	<ul style="list-style-type: none"> • Prioritize projects that reduce vehicle miles of travel (VMT) and greenhouse gas (GHG) emissions to improve air quality. Update and assess progress towards meeting Georgia Congestion Mitigation and Air Quality (CMAQ) performance measure and adopt a target for the new GHG emissions performance measure (PM 3). • Allocate Carbon Reduction Program formula funds to member jurisdictions to develop carbon reduction strategies and fund carbon reduction projects. • Develop environmental mitigation activities to help minimize the negative impacts of transportation projects on the natural and built environments. • Once the MTP is updated, and as amendments occur, identify potential projects for PROTECT Program Formula funding and submit them to GDOT for review by the GDOT Resiliency Committee.
6	Economic Vitality	Advance the region's economic competitiveness.	<ul style="list-style-type: none"> • Promote improvements that facilitate the efficient movement of freight including Georgia system and freight movement performance measure (PM 3). • Promote a transportation system that connects people (housing) with transit service and regional activity centers. • Continue to update travel time reliability performance targets and assess progress toward target achievement. • Work to improve congestion on corridors with high percentages of freight truck travel.
7	Efficiency	Maximize the efficiency of the transportation system.	<ul style="list-style-type: none"> • Enhance integration of transportation planning and land use planning. • Explore emerging strategies and trends. • Promote access management and traffic operational improvements along key corridors. • Improve regional connectivity.
8	Fairness	Use a fairness lens when making transportation decisions.	<ul style="list-style-type: none"> • Ensure project needs are identified in transportation areas of persistent poverty. • Ensure MTP projects do not have an adverse impact on transportation areas of persistent poverty. • Invest in transportation infrastructure in traditionally underserved/underrepresented communities. • Consider the social vulnerability of a community when prioritizing projects.

Table 11: GHMPO Metropolitan Transportation Plan Goals and Objectives

Metropolitan Transportation Plan: Projects

The 2055 Metropolitan Transportation Plan includes several planned segment and intersection projects that will be completed between 2025 and 2055. While none of these projects lie within Hoschton’s city limits, they could still impact transportation within the City and should be considered when making future policy and infrastructure improvement decisions.

ID	Type	Description	Time Period
GH-151	Segment	Widening of State Route 53/Winder Highway from State Route 124 to New Cut Road	Band 2 (2028-2041)
GH-152	Segment	Widening of State Route 124 from Henry Braselton Road to State Route 332	Long-Range (2055+)
GH-040	Segment	Widening of State Route 53/Winder Highway from State Route 211 in Hall to New Cut Road in Jackson	Band 3 (2042-2055)
GH-102	Intersection	New Interchange on I-85 at State Route 60	Band 2 (2028-2041)

Table 12: GHMPO Metropolitan Transportation Plan Projects Relevant to the City of Hoschton

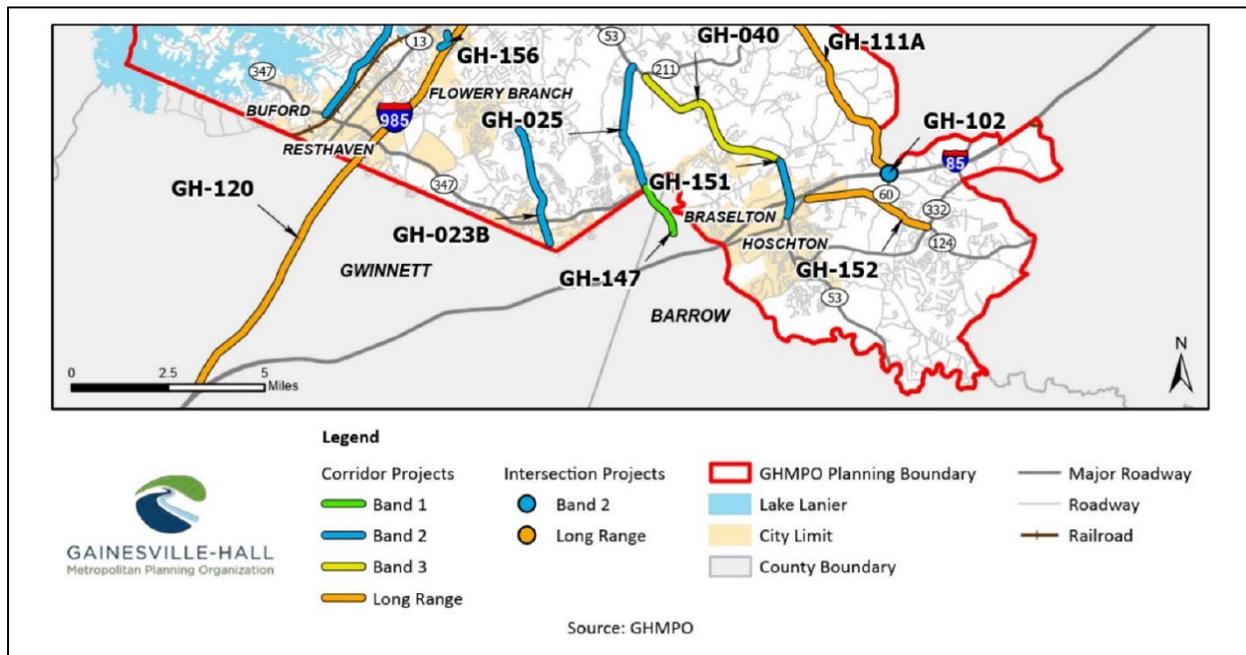


Figure 13: GHMPO Metropolitan Transportation’s Projects in South Hall and Jackson County

Bicycle and Pedestrian Plan 2025 Update

The primary goals of the GHMPO Bicycle and Pedestrian Plan 2025 Update are as follows:

1. Focus on regional connectivity,
2. Address areas with a demonstrated safety need(s),
3. Identify and prioritize connections to existing and planned bicycle and pedestrian infrastructure (such as the Highlands to Islands Trail or Braselton Life Path),
4. Identify regional activity centers and emphasize connections: 1) between neighborhoods and regional activity centers and 2) between activity centers, and
5. Identify funding sources and establish feasible/reasonable timeframes for implementation.

Within the plan, the City’s stated priorities and goals include 1) connecting to Braselton and the Braselton Life Path, and 2) connecting to the Publix at the southern portion of the city. The following recommended projects in Jackson County would potentially impact the City of Hoschton:

ID	Project Name/Description	Project Type	Tier
R8	Peachtree Rd from Mulberry River to SR 53	Multi-use Path	Tier 3
R61	Hoschton Life Path Alt. 2 east of SR 53	Greenway	Tier 3
R62	Hoschton Life Path Alt. 1 west of SR 53	Multi-use Path	Tier 3
R63	W Jefferson St from R62 to SR 53	Multi-use Path	Tier 3
22	Sell’s Mill Connector Trail; Jackson Trail Rd from SR 53 to Sell’s Mill Park	Multi-use Path	Tier 3

Table 13: GHMPO Bicycle and Pedestrian Plan Projects Relevant to Hoschton

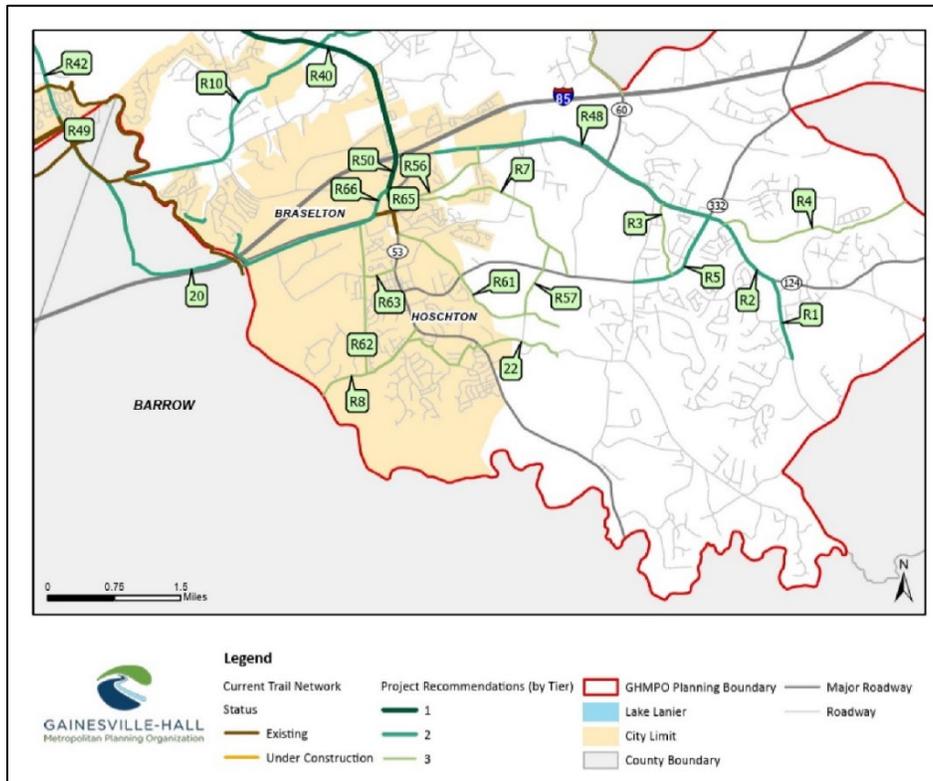


Figure 14: Map of GHMPO Bicycle and Pedestrian Plan Projects Nearby Hoschton

Local Transportation Network

Overview

Hoschton is a commuter community located on the outskirts of Metro Atlanta. According to the US Census' OnTheMap application, as of 2022, 98% of Hoschton residents who work leave city limits for work. Of these workers, 68% of commuters have at least a 30-minute commute and 17% of commuters have at least an hour commute. Common destinations for Hoschton workers include other areas of Jackson County, Hall County, and Gwinnett County.

Traffic congestion is a serious issue in the city, largely due to its rapid population growth, proximity to I-85, and central location to cities such as Atlanta, Gainesville, Winder, and Athens. State Route 53 bisects the city and serves as a primary access route to I-85 and as a route between Winder and Gainesville. Traffic on SR 53 continues to increase, with the portion of SR 53 in Hoschton serving an average of 17,100 vehicles per day in 2023, which is 39% increase compared to 2018. Within the city, the only stoplight along SR 53 is at its intersection with Twin Lakes Boulevard. Highway 332, which connects Hoschton to Pendergrass, is also a major roadway within the city and received approximately 3,620 trips near Hoschton in 2023.



Figure 15: Highway 53 in Hoschton

Other important local roadways within city limits include:

- East Jefferson Street, where West Jackson Elementary School is located,
- Broad Street, which connects east and west Hoschton through the downtown area,
- Peachtree Road, which connects to Highway 211 and provides access to the Cresswind subdivision, and
- Jackson Trail Road, which runs eastwards towards the City of Jefferson and provides access to Sell's Mill Park.

Safety

The Georgia Department of Transportation (GDOT) reports that 231 crashes occurred in Hoschton from 2015-2024. While 69% of these were low severity with no injuries, 30% involved an injury, and one was fatal. Most crashes within the city occur on SR 53, and safety along this road was a consistent complaint in the public input survey.

Infrastructure Improvements

Both survey respondents and the steering committee noted that traffic congestion and inadequate infrastructure in the city were priority issues, with rapid growth in the city causing significant congestion

and safety issues. The following section details priority needs for transportation infrastructure improvements to serve the City of Hoschton in the future.

State Route 53

The primary complaint from the steering committee and respondents to the survey was traffic congestion and safety along SR 53. However, because this road is managed and maintained by GDOT, the City has limited ability to install improvements along this roadway. However, GDOT published the Braselton – Hoschton Area Mobility Study in the spring of 2024 which recommended the following ways for GDOT to improve traffic flow along SR 53:

LOCAL OPERATION IMPROVEMENTS

Based on the suggested scope of work in the Braselton – Hoschton Area Mobility Study, the City is interested in exploring the following infrastructure improvements to improve traffic flow and safety along SR 53 within Hoschton:

1. Adding traffic signals at SR 53's intersections with Broad Street, and Jefferson Street. As of August 2025, both the Twin Lakes Boulevard and Peachtree Road traffic signals are in operation.
2. Add a dedicated right-turn lane on Jackson Trail Road at the intersection with SR 53.

Due to the construction of the new Kroger, the City does not wish to pursue the alignment of Towne Center Parkway with Industrial Boulevard at this time.



Figure 16: Local Operational Improvement Recommendations (Source: GDOT)

REGIONAL CONNECTIVITY IMPROVEMENTS

According to the Braselton – Hoschton Area Mobility Study, the following GDOT improvements could reroute traffic away from SR 53 in Hoschton:

1. Widen SR 124 from SR 211 to SR 332 to 4 lanes
2. Widen SR 211 from I-85 to West Winder Bypass to 4-6 lanes
 - o This project, if completed by GDOT, would reroute the most traffic away from Highway 53 and the City of Hoschton.
3. Construct an interchange at SR 60 and widen SR 60 from I-85 to SR 124 to 4 lanes
4. Extend SR 60 from SR 124 to SR 53

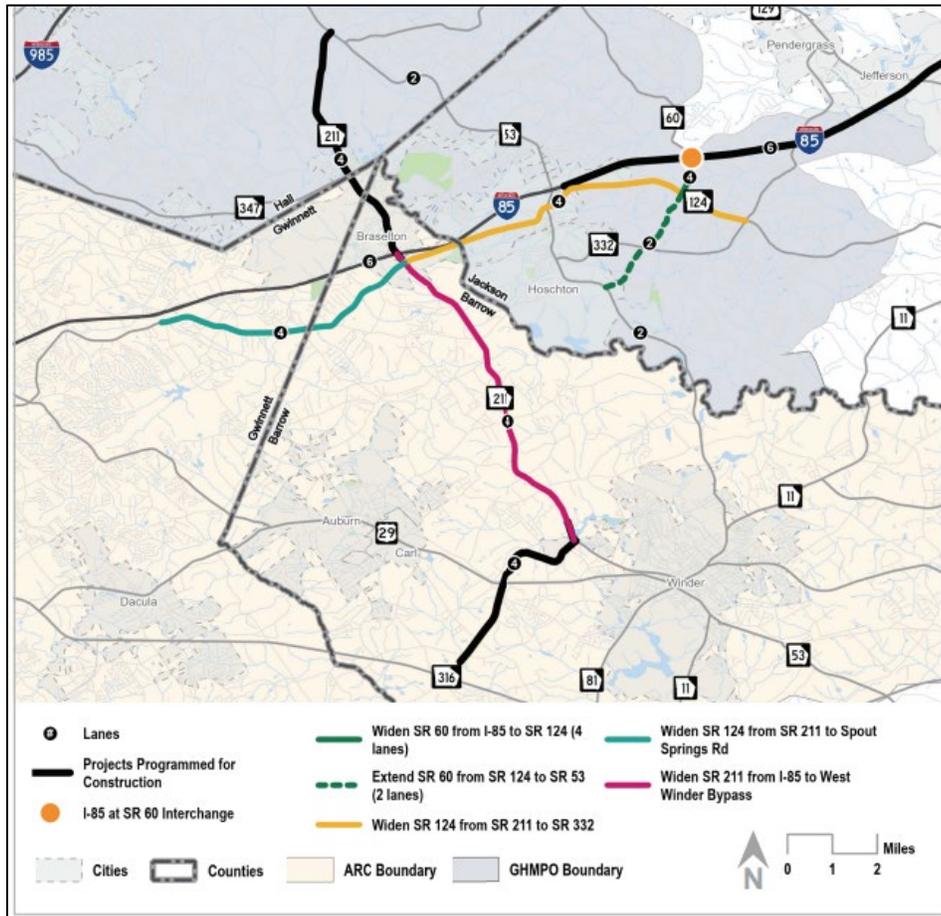


Figure 17: Regional Improvement Recommendation Map (Source: GDOT)

To ensure that Hoschton’s voice is heard regarding future developments to state routes around the city, City representatives should regularly contact GDOT partners and invite them to stakeholder meetings.

The steering committee and city officials noted that the city’s transportation priorities should be to improve connectivity in the local roadway system and to promote alternative modes of transportation. Outside of the gridded downtown area, Hoschton’s local network is often segmented and unconnected. Most subdivisions have only one access point and are unconnected to surrounding subdivisions. While this may decrease traffic volumes within neighborhoods, it funnels traffic to single locations and

contributes to an overreliance on SR 53 to navigate throughout the city. The City should explore options to create better connections in its local roadway systems so that residents can more easily and safely travel throughout the city without relying on SR 53.

To decrease reliance on SR 53, the City should also prioritize adding infrastructure for alternative transportation throughout the city that can be used by pedestrians, bicyclists, and golf carts drivers. While many subdivisions have sidewalks throughout, there is not adequate connectivity between neighborhoods to make walking and bicycling throughout the city safe. The City should install multi-use paths that allow residents to easily and safely travel to local parks, downtown Hoschton, and Braselton without a car. In particular, the City should prioritize connecting Peachtree Road to downtown through White Road and the Wildflower neighborhood. The City should also prioritize the bike and pedestrian projects included in the GHMPO's Bicycle and Pedestrian Plan 2025 Update. To ensure that areas developed in the future are incorporated into the City's bike and pedestrian infrastructure system, the City should update its zoning ordinance to require developers to install sidewalks or multiuse paths along the front of new developments.

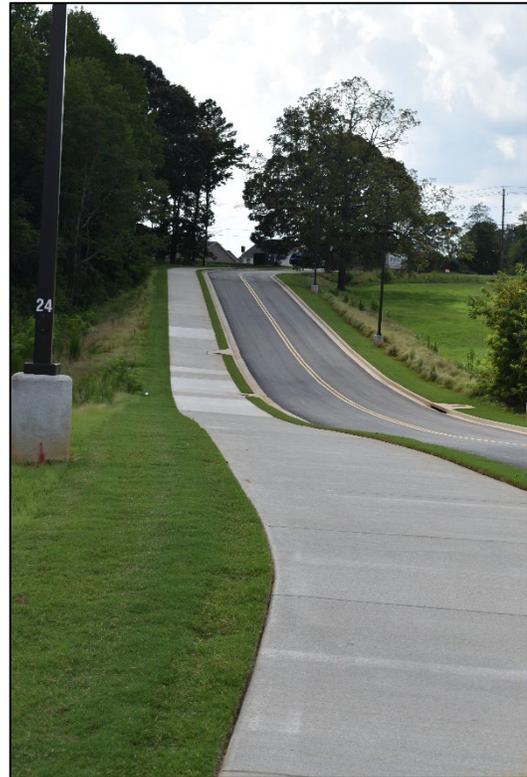


Figure 18: Multi-use Path along the Entrance to Publix Shopping Center

The City is in the process of creating a Master Transportation Plan that will further articulate its priorities for improving circulation and multi-modal transportation on local roads.

Official Corridor Maps

An official corridor map is a growth management technique that seeks to reserve ways for future road connections and multi-use paths needed as development occurs. It establishes point-to-point pathways through certain undeveloped lands where road connectivity is needed. In this sense, it is a precursor to a road or thoroughfare plan. Implementing the corridor map requires regulations that require private development to reserve a road corridor of specified width and prevents the issuance of a development permit for development in the reserved corridor until the property owner negotiates with the city for the donation, purchase, or acquisition of the road right of way through negotiation. Also, the general intent is to explore potential at the time of rezoning, preliminary subdivision, or development for the developer to participate in constructing the road.

The need for this tool in Hoschton is imminent. It is beneficial that this corridor map and implementation regulations follow immediately, given rezoning proposals are pending and in the pre-application stage east of SR 53 and elsewhere. The corridor map can be amended as needed to include other road corridor proposals. The regulations are proposed to be included in the subdivision and land development regulations of the city. The official corridor map is shown on the map on the following page.

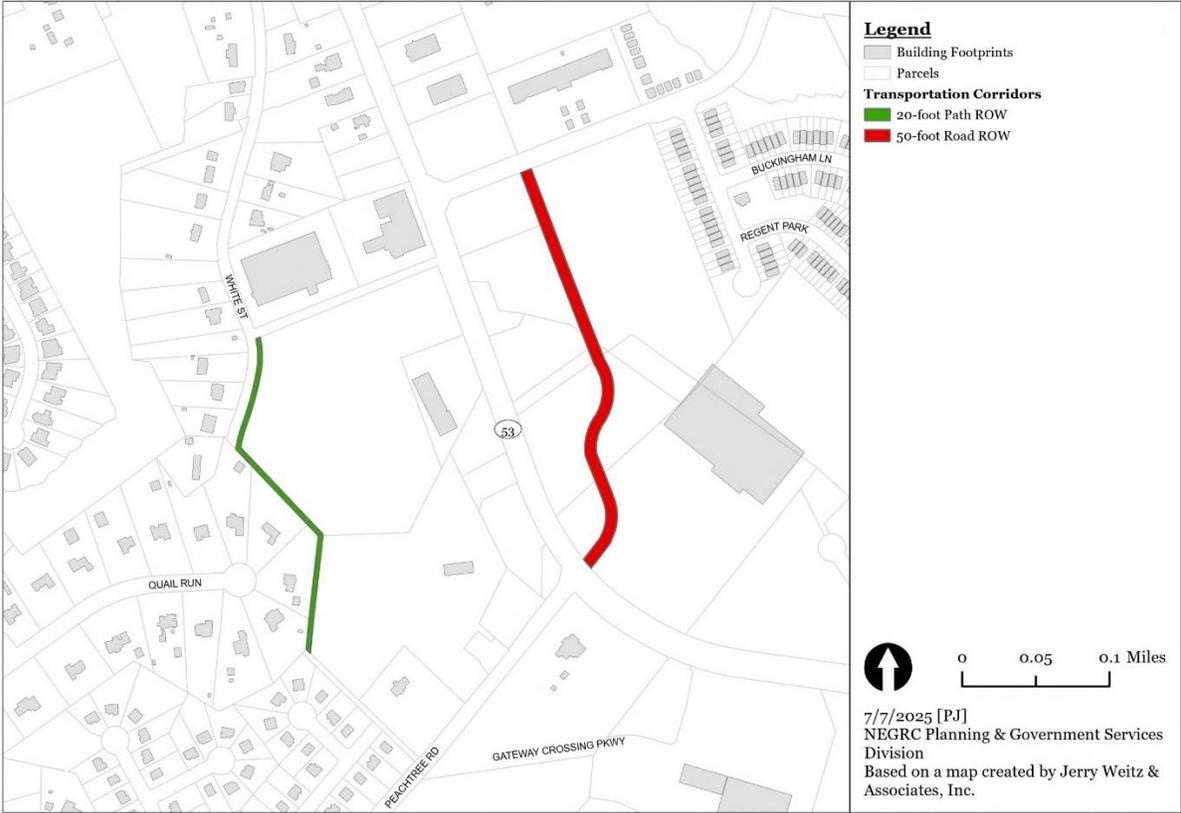


Figure 19: City of Hoschton Official Corridor Map

Chapter 7: Planning Implementation

The City of Hoschton’s Planning Implementation Chapter includes two components:

Report of Accomplishments: Provides a status report of the previous plan update’s Community Work Program. All projects listed as “in progress” or “postponed” have been carried over to the 2026-2030 Community Work Program. Please note that this Report of Accomplishment references two different Community Work Programs: a 2021-2025 CWP adopted in 2020, and a 2024-2028 CWP that was adopted in a 2024 amendment. All items in these two CWP’s that were supposed to have been completed between 2021-2025 have been included in the Report of Accomplishment. Additionally, all items included in the 2024-2028 CWP that were slated to have been completed between 2026-2028 that have been cancelled are included in the Report of Accomplishments. All items have been labeled whether they were in the 2021-2025 CWP, the 2024-2028 CWP, or both.

Community Work Program: A tangible list of projects to complete over the following five years (2026–2030). The list includes timelines for implementation, responsible parties, funding strategies, and a reference to the community goal that each project corresponds to.

Report of Accomplishments (2021-2025 Items and 2026-2028 Cancelled Items)

2021-2025 CWP	2024-2028 CWP	Description	Status	Notes
1	18	Update capital improvements element and this community work program annually	Complete	This action is being annually completed by the City and has been included in the Policy section of the comprehensive plan.
2	19	Implement schedule of improvements of capital improvements element as appropriate	Complete	This action is being regularly completed by the City and has been included in the Policy section of the comprehensive plan.
3	20	Continue to pursue teardowns of substandard housing units through code enforcement	Complete	This action is being regularly completed by the City and has been included in the Policy section of the comprehensive plan.
4	21	Re-evaluate and amend land use regulations as needed	Complete	This action is being regularly completed by the City and has been included in the Policy section of the comprehensive plan.
5	22	Actively participate in meetings of the Gainesville-Hall Metropolitan Planning Organization to monitor transportation planning proposals	Complete	A city representative is regularly attending MPO meetings. This item has been included in the Policy section of the comprehensive plan.
6	23	Complete water/sewer projects programmed in 10-year capital improvement plan (2 new water tanks, sewer plant upgrade, additional water supplies, etc.)	Cancelled	The CWP contains specific action items for water/sewer projects, so this general item is no longer needed.
7		Establish additional funding sources: ad valorem taxes; stormwater utility; and special assessment districts	Complete	

(Table continues on next page)

2021-2025 CWP	2024-2028 CWP	Description	Status	Notes
8	24	Continue to implement Municipal Stormwater Program (MS4) federal mandates	Complete	This action is being regularly completed by the City and has been included in the Policy section of the comprehensive plan.
9	25	Re-evaluate personnel needs and propose and budget for new positions as appropriate	Complete	This action is being regularly completed by the City and has been included in the Policy section of the comprehensive plan.
10		Activate downtown development authority	Complete	
11		Develop law enforcement service provision strategy	Complete	
12		Prepare ordinance amendments to address state mandates regarding use of city rights of ways for small wireless sites (SB 66) (2019), "Streamlining Wireless Facilities and Antennas Act"	Complete	
13	11	Place additional administrative forms and procedures on website; develop procedures guidance documents	Complete	
14		Secure revision of city charter to address districting of council member seats and other changes as appropriate	Postponed	Not yet completed. Will be revisited after larger residential projects are completed. Carried over to CWP item #5.
15	2	Complete recodification project and update of city code of ordinances	In Progress	The city is in the process of tracking what ordinances have and have not been adopted. Carried over to CWP item #2.
16	15	Groundwater well study (complete) and develop multiple wells	In Progress	The City has completed a groundwater well study and has determined the location for additional wells. Remaining portion of the project carried over to CWP item #18.
17		Complete stormwater utility/fee analysis	Complete	
18		Complete master plan for additional development of City Square (municipal property)	Complete	
19		Conduct needs assessment for broadband services improvement	Cancelled	Based on current broadband services, this project no longer needed. However, the City has identified a need for emergency satellite service for the sewer plant. This has been included in the CWP in item #1.
20		Complete a study to identify and classify historic resources in the city (contributing, non-contributing, etc.)	Cancelled	This project is no longer a priority for the city.
21		Monitor implementation of the Mulberry River watershed protection plan	Cancelled	Specific implementation items from the Mulberry River Watershed Protection Plan have been added to the policy section and the new CWP (see CWP item #23).
22		Update or revise city cemetery policies, procedures, etc.	Complete	
23	14	Update city safety plan and procedures at regular intervals or as mandated	Complete	This action is being regularly completed by the City and has been included in the Policy section of the comprehensive plan.
24		Prioritize and periodically update list of city streets in need of repair/upgrade for purposes of LMIG expenditure and street resurfacing programming	Complete	This action is being regularly completed by the City and has been included in the Policy section of the comprehensive plan.

(Table continues on next page)

2021-2025 CWP	2024-2028 CWP	Description	Status	Notes
25	27	Periodically update 10-year capital improvement program for water and sewer	Complete	This action is being regularly completed by the City and has been included in the Policy section of the comprehensive plan.
27		Appoint a historic preservation commission (existing committee reconstituted per state law) and adopt a local historic preservation ordinance to protect historic landmarks and/or historic districts	Cancelled	The City no longer desires to have a Historic Preservation Commission. They have established a Historic Preservation Committee under the DDA.
28		Prepare and adopt design guidelines for local historic landmarks and historic district(s)	Cancelled	This project is no longer a priority for the City.
29	13	Prepare and implement community signage/wayfinding program for downtown and surrounding neighborhoods	Postponed	Hoschton's DDA will complete this project, but the timeframe has been pushed to 2026/2027. This item will be carried over to CWP item #11.
30	6	Update city codes to adopt standard state codes when revised and adopted by state	Complete	This action is being regularly completed by the City and has been included in the Policy section of the comprehensive plan.
31	28	Participate in five-year update of disaster preparedness/mitigation plan with county	Complete	This action is being regularly completed by the City and has been included in the Policy section of the comprehensive plan.
35		Revise speed limit ordinance for municipal police use of radar	Complete	
36	7	Update future land use plan map to incorporate annexations and changes in zoning	Complete	This action is being regularly completed by the City and has been included in the Policy section of the comprehensive plan.
	1	Complete Panther Creek sewer project	Complete	
	4	Expand parking lot, correct drainage, repave at Depot	Cancelled	This project is no longer a priority for the City.
	5	Construct kid's park at ballfields	Complete	
	8	Renovate Larry's Garage building and property for business leases	In Progress	The City has selected a contractor to renovate the inside of the building. Carried over to CWP item #10.
	9	Oak Street pavilion and community garden	Postponed	Project timeline pushed to 2027-2028. This item will be carried over to CWP item #7.
	10	Phase 1 water main upgrade	Complete	
	12	Construct building addition on Depot property	Cancelled	This project is no longer a priority for the City.
	16	Sewage treatment plant upgrade Phase 1	Postponed	The city has held a preconstruction meeting for this project, and construction is expected to be completed by 2026. Carried over to CWP item #13. CWP item has been renamed to specify plant capacity increase (0.5 to 0.95 MGD)
	17	Sewage treatment plant upgrade Phase 2	Postponed	This project will be complete after Phase 1. Carried over to CWP item #19. CWP item has been renamed to specify plant capacity increase (0.95 to 2 MGD)

Figure 20: Report of Accomplishments

Community Work Program, 2026-2030

Entries without an asterisk were added during this update's public input process.

*Entries with an asterisk represent carryover items that were slated to be complete between 2021-2025 in the Community Work Programs of either the 2020 Comprehensive Plan Update or the 2024 Comprehensive Plan Amendment.

**Entries with two asterisks represent carryover items that were slated to be completed between 2026-2028 in the Community Work Program of the 2024 Comprehensive Plan Amendment.

#	Category	Description	Estimated Cost (\$)	Funding Source	Responsible Party	Target Completion Year
1	Broadband	Purchase emergency satellite services at the sewer plant to prevent service issues in case of city-wide broadband failure	\$2,000	General Fund	City Planner	2026
2*	City Administration	Complete recodification project and update of city code of ordinances	\$22,000	General Fund	City Planner	2026
3**	City Administration	Interview senior stakeholders and develop a senior service delivery plan, including a focus on housing, recreation, and transportation	\$10,000	General Fund	City Manager	2027
4**	City Administration	Develop a benchmarking study to evaluate how Hoschton compares to peer/aspirational communities	\$6,000	General Fund	City Manager, Consultant	2028
5*	City Administration	Secure revision of the city charter to address districting of council member seats and other changes as appropriate	\$18,000	General Fund	City Attorney	2030
6	Community Facilities	Create a new municipal complex	TBD	General Fund	City Manager, Consultant	2027
7*	Community Facilities	Complete Oak Street pavilion and community garden	TBD	General Fund	City Manager	2027
8	Community Facilities	Complete the Mulberry Park	\$1,500,000	General Fund, Grant (LWCF)	City Manager	2027
9	Economic Development	Hire an economic development director	\$70,000 (annual expense)	General Fund	City Manager	2026
10*	Economic Development	Renovate Larry's Garage building and property for business leases	TBD	General Fund	City Manager/DDA	2027
11*	Economic Development	Prepare and implement a community signage/wayfinding program for downtown and surrounding neighborhoods	\$10,000	General Fund	DDA	2027
12**	Economic Development	Design and construct a parking deck downtown	\$10,000,000	General Fund, SPLOST, Grant	City Manager	2027

(Table continues on next page)

#	Category	Description	Estimated Cost (\$)	Funding Source	Responsible Party	Target Completion Year
13*	Infrastructure	Upgrade the city's wastewater treatment plant capacity from 0.5 to 0.95 MGD	\$12,000,000	Water/Sewer fund, Grants (SLFRF)	City Engineer	2026
14	Infrastructure	Complete the connection to Barrow County's water system	TBD	Water/Sewer fund	City Engineer	2026
15	Infrastructure	Construct new a 750,000-gallon elevated water tank in south Hoschton	\$3,200,000	ARC/ Local	City Engineer	2026
16**	Infrastructure	Revise standard drawings for water and sewer	\$15,000	General Fund	City Engineer	2028
17	Infrastructure	Study and rehabilitate older sections of the city's sewer system	\$2,500,000	ARC/ GEFA/ Local	City Engineer	2028
18*	Infrastructure	Develop two water supply wells on property adjacent to City Park on Cabin Drive	\$650,000	Water/Sewer fund	City Engineer	2028
19*	Infrastructure	Upgrade the city's wastewater treatment plant capacity from 0.95 to 2 MGD	\$15,000,000	Water/Sewer fund, Grants/Loans (GEFA)	City Engineer	2030
20	Land Use	Complete a master plan for downtown area to guide future development	\$100,000	General Fund	City Manager, City Planner, Consultant	2026
21	Land Use	Amend the Comprehensive Plan to include Character Areas in the Land Use Element	\$10,000	General Fund	City Manager, City Planner, Consultant	2026
22	Land Use	Adopt an ordinance to require active or passive recreation space within new subdivisions	Staff Time	General Fund	City Manager, City Planner, Consultant	2026
23*	Land Use	Amend city ordinances to include more stringent restrictions for development adjacent to the Mulberry River, including a 50-foot buffer and a 100-foot impervious buffer	\$5,000	General Fund	City Manager, City Planner, Consultant	2027
24	Land Use	Adopt an ordinance to require sidewalks or multiuse paths along the front of new developments	Staff Time	General Fund	City Manager, City Planner, Consultant	2027
25**	Transportation	Prepare a multi-modal plan for city streets and off-site trail networks (including golf cart paths) in consultation with homeowner's associations	\$20,000	General Fund	City Planner/Consultant	2026

Figure 21: 2026-2030 Community Work Program

Appendix

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Public Hearing #1 and Open House Documentation

The opening public hearing was held on April 1st, 2025 and was immediately followed by a public town hall. The hearing and town hall were advertised in the Jackson Herald

**NOTICE OF PUBLIC HEARING
& OPEN HOUSE**

The City of Hoschton will conduct a Public Hearing on April 1st, 2025, at 6:00 PM at the Hoschton Community Center at 65 City Square, Hoschton, GA 30548. An open house will be held at the same location from 6:30-7:30 PM.

**Comprehensive Plan Update for the
City of Hoschton**

The purpose of the public hearing is to brief the community on the process for developing the City's comprehensive plan and to obtain input on the proposed planning process. During the open house, participants will have the opportunity to learn more about the comprehensive plan itself and provide their input. Residents, business owners, and all stakeholders are invited to attend the public hearing and/or open house to provide comments, ideas, and suggestions. This will not be a voting meeting or a work session. However, a quorum may be established. If you are unable to attend and wish to receive information regarding the hearing, please contact Phillip Jones, NEGRC GIS Manager, at (706) 369-5650.

NEGRC
NORTHEAST GEORGIA
REGIONAL COMMISSION

City of Hoschton: Comprehensive Plan Update
Public Hearing #1 & Open House: April 1, 2025 - 6:00 p.m.
Hoschton Community Center, 65 City Square, Hoschton, GA 30548

NAME	TITLE / REPRESENTING
Phillip Jones	GIS Manager, NEGRC
HOWARD BORSA	Hoschton Resident
ROBERT RAY	Self - Crosswind
Paul Baggys	Senior Community Planner, NEGRC
Carol Flaute	PGS Director NEGRC
Mark Beatty	Hoschton Planning & Zoning
Tom Nuelo	Self - Crosswind
Betty Dambauer	Crosswind Resident
Johette Luna	Crosswind Resident
Brett Gordon	Steering Committee
Christine Mack	Resident
MIKE OSBURN	Resident
Tom McLean	Resident
Whitney Greene	Resident
Shonda Neal	Resident
Cathie Gober	Resident
Vicki Bailey	Resident Crosswind
David Strain	Resident
Mike & Bonnie Campbell	Resident C.W.

NEGRC
NORTHEAST GEORGIA
REGIONAL COMMISSION

City of Hoschton: Comprehensive Plan Update
Public Hearing #1 & Open House: April 1, 2025 - 6:00 p.m.
Hoschton Community Center, 65 City Square, Hoschton, GA 30548

NAME	TITLE / REPRESENTING
Brenda N. Stokes	Planning Commission
Cleria Chapman	"
EARL FRED	resident
Susan Humberger	"
Tom Humberger	"
Wanda Alexander	"
Greg Williams	"

NEGRC
NORTHEAST GEORGIA
REGIONAL COMMISSION

City of Hoschton: Comprehensive Plan Update
Public Hearing #1 & Open House: April 1, 2025 - 6:00 p.m.
Hoschton Community Center, 65 City Square, Hoschton, GA 30548

NAME	TITLE / REPRESENTING
Laura Boyd	Beckshire Notaway Co Prop.
Sam Davis	President
Mark Davis	CROSSING TWIN LAKES RESIDENT
Aaron & Bennett McLean	Resident
Ernest & John W. Wiams	Resident

Steering Committee Meeting Documentation

The Steering Committee held two meetings during the public input process. The first meeting was held on May 1st, 2025 and the second meeting was held on June 3rd, 2025.

		City of Hoschton: Comprehensive Plan Update Steering Committee Meeting #1: May 1, 2025 - 6:00 p.m. Hoschton City Hall, 61 City Square St, Hoschton, GA 30548
NAME	TITLE / REPRESENTING	
Christine Moody		
Jessie Martin	Mayor	
Christina Brown	Council member	
Carol Flaute	NEGRC	
Mark Beatty	NEGRC	
Phillip Jones	NEGRC	
David W Brown	City Council	
Christopher Herlin	Resident	
Hu Blackstock	Planner	

		City of Hoschton: Comprehensive Plan Update Steering Committee Meeting #2: June 3rd, 2025 - 6:00 p.m. Hoschton Community Center, 65 City Square St, Hoschton, GA 30548
NAME	TITLE / REPRESENTING	
Phillip Jones	BIS Manager, NEGRC	
Mark Beatty	NEGRC	
Hu Blackstock	City Planner	
Chris Herlin	Resident	
David Brown	City Councilman	
Christina Brown	Council member	
Christine Moody	P+2 Citizen	
Jennifer Kieck-Hansson	City Manager	

Public Hearing #2

The second and final public hearing was held on September 8th, 2025. The hearing was advertised in the Jackson Herald.

NOTICE OF PUBLIC HEARING

The City of Hoschton will conduct a Public Hearing on **Monday, September 8th, 2025**, at the Hoschton Community Center at 65 City Square, Hoschton, GA 30548. The hearing will be held at **6:00 PM**

Comprehensive Plan Update for the City of Hoschton

The purpose of the public hearing is to brief the community on the contents of the City's comprehensive plan update, provide an opportunity for final suggestions, and notify the public of the transmittal and adoption schedule. All interested parties are invited to attend. If you are unable to attend and wish to receive information regarding the hearing, please contact the Northeast Georgia Regional Commission (NEGRC) at (706) 369-5650.

NAME	TITLE / REPRESENTING	
Phillip Jones	NEGRC	
GARY McGowan		
Christina Brown	Hoschton Council	
DAVID BRIDGEMAN	Hoschton Council	

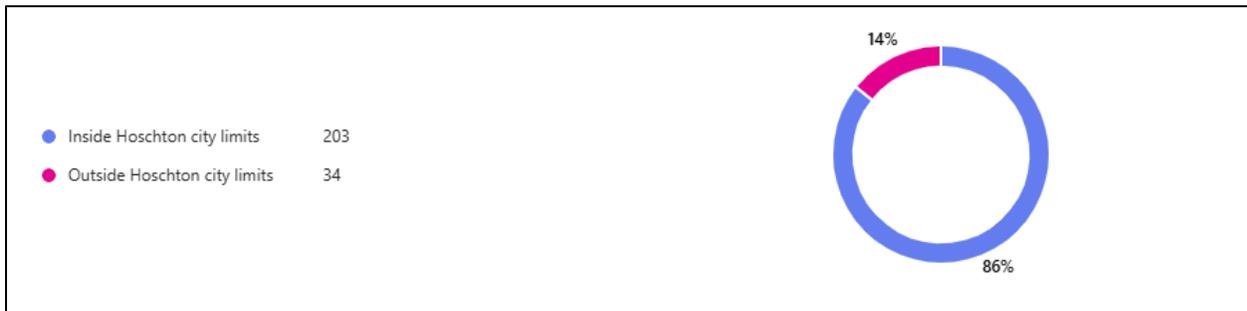
Community Survey

The City hosted an online survey from April 1st, 2025 to April 30th, 2025 to gather community input for the Comprehensive Plan. This survey focused on the topics of community needs and opportunities, land use and housing, parks and recreation, and commercial opportunities. In total, 237 responded to the online survey.

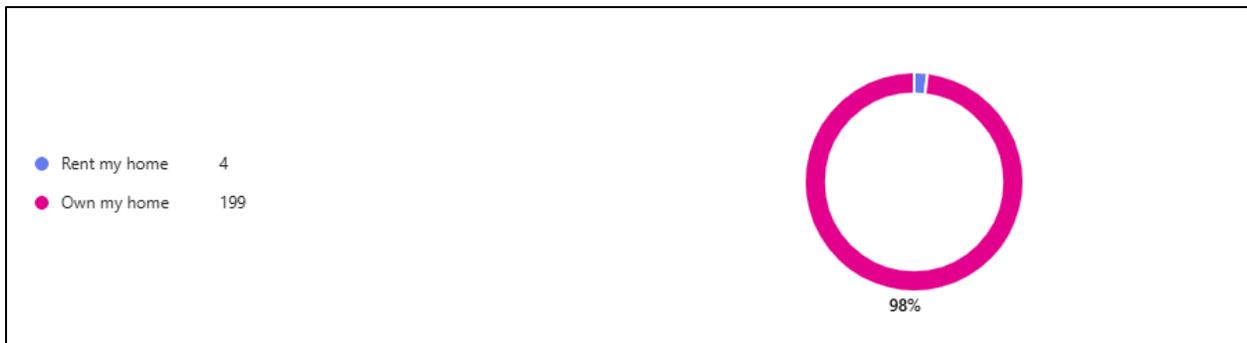
A summary of survey responses are included below. **Please note**, the open-ended question summaries included below. were generated by Microsoft Copilot. The prompts used for each question are included in the footnotes.

Demographic Question

Do you live inside or outside of Hoschton’s city limits?



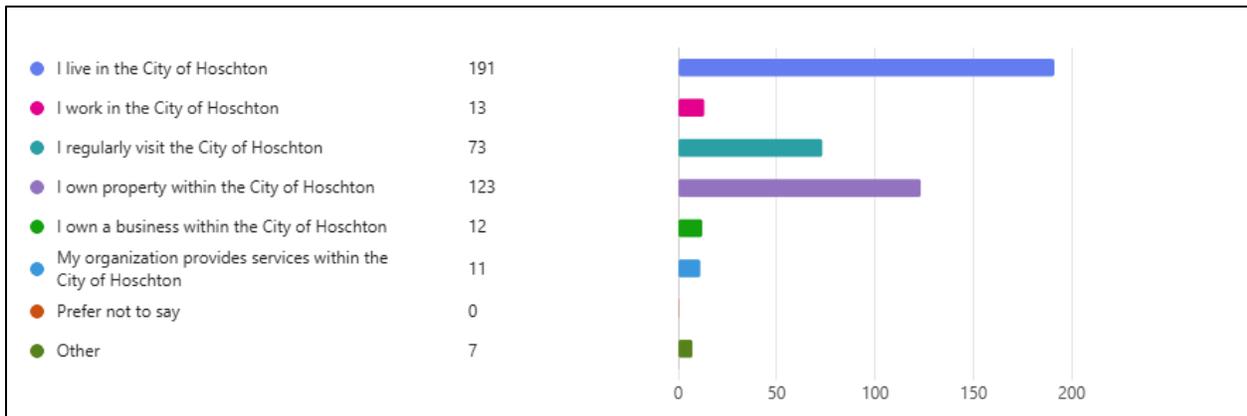
If you live in Hoschton, do you rent or own your residence?



What is your age?



Which of the following describes your personal interest in the City of Hoschton?



Community Needs, Opportunities, and Vision

What are some of the City of Hoschton's strengths and/or opportunities?²

1. **Small Town Feel:** Many respondents appreciate the small-town charm and close-knit community atmosphere. This characteristic is seen as a strength that should be preserved as the city grows.
2. **Proximity to Major Routes:** Hoschton's location near major highways like I-85 is considered a significant opportunity for attracting businesses and residents due to ease of access and commuting.
3. **Green Spaces and Parks:** There is a strong desire to maintain and expand green spaces, parks, and recreational areas. These are seen as vital for community well-being and preserving the city's natural beauty.
4. **Community Events and Festivals:** The city's tradition of hosting community events and festivals is viewed positively. These events foster a sense of community and are seen as opportunities to enhance local engagement and tourism.
5. **Growth and Development:** Respondents recognize the potential for growth and development, particularly in terms of attracting new businesses, improving infrastructure, and expanding amenities. This growth is seen as an opportunity to enhance the city's appeal and economic stability.

² Microsoft Copilot Prompt Used: Using the attached survey results spreadsheet, please summarize the results of the question "What are some of the City of Hoschton's strengths and/or opportunities?" Please provide 5 of the most common strengths or opportunities.

What are some of the City of Hoschton's weaknesses and/or threats?³

1. **Traffic and Infrastructure:** Many respondents highlighted issues with traffic congestion and inadequate infrastructure. The rapid growth has outpaced road improvements, causing significant congestion and safety concerns.
2. **Overdevelopment:** There is a concern about overdevelopment, particularly the rapid construction of new homes and businesses without sufficient planning for infrastructure and community impact. This includes worries about losing green spaces and the small-town charm.
3. **Lack of Amenities:** Respondents noted a lack of amenities such as parks, recreational facilities, and diverse shopping and dining options. This is seen as a threat to the quality of life and attractiveness of the city.
4. **Environmental Impact:** The environmental impact of rapid development, including the loss of trees and green spaces, was frequently mentioned. There are concerns about preserving the natural beauty and wildlife habitats in the area.
5. **Economic and Budget Issues:** Economic challenges, including budget constraints and the need for sustainable revenue sources, were identified as threats. There are worries about the city's ability to manage growth and provide necessary services without increasing taxes or fees.

What is a defining characteristic of the City of Hoschton that you would like to see preserved?⁴

1. **Small Town Feel:** Many respondents emphasized the importance of preserving the small-town charm and close-knit community atmosphere.
2. **Historic Buildings:** The preservation of historic buildings and landmarks is seen as a defining characteristic that should be maintained.
3. **Green Spaces:** Respondents highlighted the need to preserve green spaces, parks, and natural areas to maintain the city's beauty and environmental health.
4. **Community Events:** The tradition of hosting community events and festivals is valued and seen as an essential aspect of the city's identity.
5. **Local Businesses:** There is a strong desire to support and preserve local businesses, ensuring that the city retains its unique character and economic diversity.

³ Microsoft Copilot Prompt Used: Using the same spreadsheet, please summarize the results of the question "What are some of the City of Hoschton's weaknesses and/or threats?" Please provide 5 of the most common weaknesses or threats.

⁴ Microsoft Copilot Prompt Used: Using the same spreadsheet, please summarize the question "What is a defining characteristic of the City of Hoschton that you would like to see preserved?" and list five most common responses.

In 20 years, what do you hope the City of Hoschton will be like?⁵

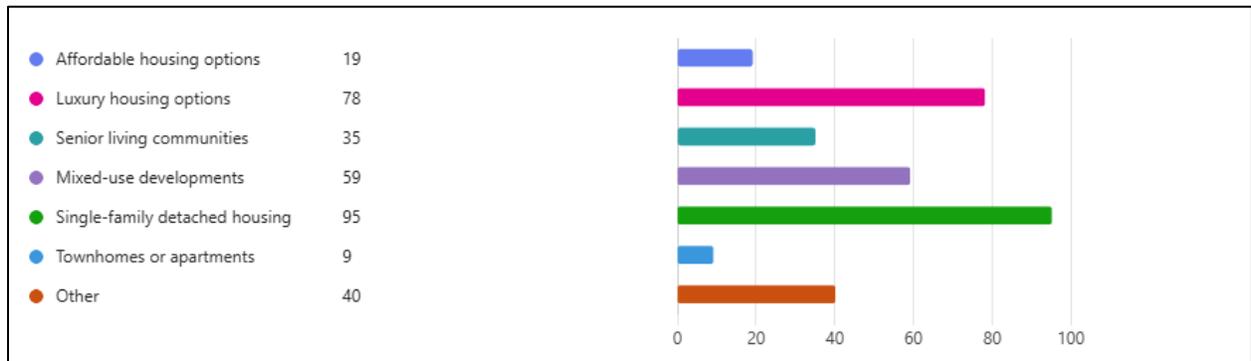
1. **Maintaining Small Town Charm:** Many respondents hope that Hoschton will retain its small-town feel and community spirit while accommodating growth.
2. **Improved Infrastructure:** There is a strong desire for better infrastructure, including improved roads, traffic management, and public services to support the growing population.
3. **More Green Spaces and Parks:** Respondents hope for more parks, green spaces, and recreational facilities to enhance the quality of life and provide areas for community activities.
4. **Vibrant Downtown Area:** A vision for a thriving downtown area with local businesses, restaurants, and community events is commonly mentioned. Respondents want a walkable, attractive city center.
5. **Balanced Growth and Development:** There is a hope for balanced growth that includes both residential and commercial development, ensuring that the city remains livable and attractive without losing its character.

Example Communities

- | | | |
|---------------|-----------------|-----------------|
| 1. Suwanee | 5. Buford | 9. Dahlonega |
| 2. Duluth | 6. John's Creek | 10. Dawsonville |
| 3. Alpharetta | 7. Milton | |
| 4. Braselton | 8. Roswell | |

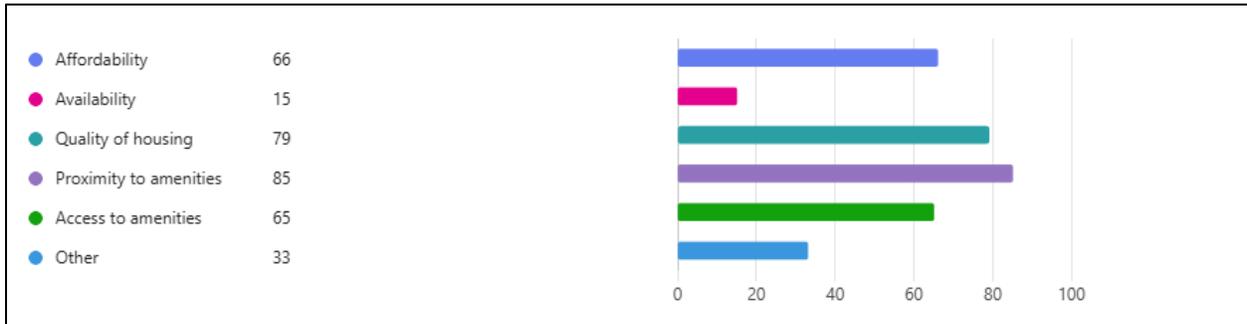
Land Use and Housing

What types of housing development would you like to see more of in the city?



⁵ Microsoft Copilot Prompt Used: Using the same spreadsheet, please summarize the question "In 20 years, what do you hope the City of Hoschton will be like?" Additionally, please provide names of communities that respondents mentioned they would like Hoschton to be like.

What are the biggest challenges you face regarding housing in the city?



Does the City of Hoschton manage zoning and land use appropriately?



If you answered no to the question above, what could the City do better?⁶

- 1. Improve Zoning and Land Use Decisions:** Respondents emphasized the need for professionals who can make informed zoning and land use decisions that align with the community's long-term vision. There is a call for hiring dedicated staff to manage zoning and land use questions and ensure better local control over planning documents and evaluation of requests.
- 2. Manage Growth and Development:** Many respondents expressed concerns about the rapid growth and development in Hoschton. They suggested slowing down the pace of growth to avoid overdevelopment and ensure that infrastructure can handle the increased population. There is a need to balance growth with the preservation of the city's character and green spaces.
- 3. Preserve Green Spaces:** Preserving trees and green spaces is a priority for many respondents. They believe that the city should mandate larger lot sizes to maintain green areas and prevent the loss of natural beauty. There is a call for self-preservation and avoiding profit-driven development.
- 4. Improve Infrastructure:** Upgrading roads, adding traffic lights, and improving stop signs are seen as essential steps to manage traffic flow and enhance safety. Respondents also highlighted the

⁶ Microsoft Copilot Prompt Used: Using the same spreadsheet, please summarize the question "If you answered no to the question above, what could the City do better?" Please summarize the results into five main points.

need to consider the placement of storage facilities and gas stations to avoid congestion and ensure the availability of good parks.

5. **Avoid Unnecessary Businesses:** There is a strong sentiment against allowing unnecessary businesses such as daycares, car washes, and oil change shops that are not wanted by the community. Respondents believe that these businesses should not be placed at intersections that already have traffic issues.

Parks and Recreation

How would you rate the parks and recreation services within the City of Hoschton?



If you would like to provide additional context about why you choose your answer above, please write it below:⁷

1. **Parks:** Respondents frequently mentioned the need for more parks in Hoschton. Parks are seen by respondents as essential for providing green spaces where families and individuals can relax, play, and enjoy nature.
2. **Trails:** There is a strong desire for walking and biking trails. Trails are valued for promoting healthy lifestyles, offering safe places for exercise, and connecting different parts of the city.
3. **Playgrounds:** Playgrounds are important for families with children. Respondents expressed the need for more playgrounds with modern equipment to provide safe and fun places for kids to play.
4. **Green Spaces:** Preserving and expanding green spaces is a common desire. Green spaces are appreciated for their beauty, environmental benefits, and the opportunity they provide for outdoor activities.
5. **Event Spaces:** There is a desire for event spaces where community gatherings, festivals, and other activities can take place. Event spaces are seen as important for fostering community spirit and providing venues for social interaction.

⁷ Microsoft Copilot Prompt Used: Using the attached spreadsheet, please summarize five common desires for parks and recreation in Hoschton mentioned in the question titled "If you would like to provide additional context about why you choose your answer above, please write it below".

Please rank the following amenities for which the City should prioritize adding/improving at its parks:



Commercial Opportunities

How important is the presence of local businesses versus chain stores to you?



How often do you shop within the city versus outside the city?



What type of shopping do you do outside of the city that is not available inside the city?⁸

1. **Clothing:** Many respondents mentioned shopping for clothing outside the city due to the lack of clothing stores within Hoschton.
2. **Home Improvement:** Home improvement items such as hardware, tools, and materials are commonly purchased outside the city, as there are limited options available locally.
3. **Furniture:** Furniture shopping is often done outside Hoschton, with respondents noting the absence of furniture stores within the city.

⁸ Microsoft Copilot Prompt Used: Using the same spreadsheet, please summarize five types of shopping done outside the city mentioned in the question "What type of shopping do you do outside of the city that is not available inside the city?"

SWOT Analysis

This analysis was compiled by the NEGRC staff based on the SWOT analysis conducted during the first steering committee meeting. Responses listed here represent the views of the members of the steering committee and thus do not necessarily represent the views of the community as a whole.

Strengths

1. Central location
2. Strong schools
3. Current community feel
4. Community involvement, engaged citizens
5. Mayor and Council that really cares
6. Possibilities for good land acquisition
7. Quantity of new housing
8. Remaining historic buildings and undeveloped green spaces
9. A marketable population for retail and commercial growth
10. A desirable location/proximity to existing transportation nodes
11. Available land
12. Strong financials
13. Availability of clean and plentiful water
14. Safety within the city

Weaknesses

1. Lack of variety of housing options
2. Missing commercial and retail base, including restaurants
3. Lack of walkability
4. Existing infrastructure is inadequate and struggling to keep up with population growth
5. Need to diversify city income
6. Limited sewer capacity
7. Need for activities for people of all ages
8. Lack of community gathering spaces
9. High taxes
10. Car-oriented community with lots of traffic
11. Limited sit-down dining
12. Need to commit to greenspaces for younger families and to promote sense of community
13. Need more sidewalks and multi-use paths
14. Connectivity within city
15. Relationship with county
16. Lack of community gathering places (parks/amphitheaters)
17. Being bound to the decisions of previous city councils

Opportunities

1. Shaping the city in a positive and intentional way as it grows
2. Annexing surrounding lands
3. New buildings such as parking garages and business parks
4. Becoming a neighborhood town that is festival friendly
5. Encourage small business, shop local, and farm to table
6. A diverse growing population
7. Utilizing development tools that can aid the city in achieving its goals
8. Be seen as a “pro-business community”
9. Collaboration with county
10. Using sister cities (Suwanee/Monroe) as examples
11. Building new parks for the community
12. Fostering inner connectivity throughout the city through master transportation planning
13. New commercial options within the city, including restaurants
14. Marketing the city in a positive way

Threats

1. The threat of future economic downturns impacting the city
2. Unstable expansion and sprawl through lack of planning
3. Becoming a bedroom community
4. Being swallowed up by surrounding growth, losing the city’s identity
5. DOT delays its plans for traffic bypasses around Hoschton, the city remaining a main throughfare for I85
6. Using remaining sewer capacity on residential, stunting commercial opportunities
7. Everchanging political dynamics between the city and county
8. Regional growth happening faster than the city can keep up with
9. High taxes

Community Data

	<h3>Community Profile</h3> <p>Hoschton City, GA Hoschton City, GA (1340056) Geography: Place</p>	Prepared by Esri
		Hoschton city...
Population Summary		
2010 Total Population		1,382
2020 Total Population		2,677
2020 Group Quarters		0
2024 Total Population		5,577
2024 Group Quarters		0
2029 Total Population		9,460
2024-2029 Annual Rate		11.15%
2024 Total Daytime Population		4,928
Workers		1,938
Residents		2,990
Household Summary		
2010 Households		515
2010 Average Household Size		2.68
2020 Total Households		978
2020 Average Household Size		2.74
2024 Households		2,050
2024 Average Household Size		2.72
2029 Households		3,481
2029 Average Household Size		2.72
2024-2029 Annual Rate		11.17%
2010 Families		400
2010 Average Family Size		3.03
2024 Families		1,586
2024 Average Family Size		3.10
2029 Families		2,680
2029 Average Family Size		3.10
2024-2029 Annual Rate		11.06%
Housing Unit Summary		
2000 Housing Units		400
Owner Occupied Housing Units		68.5%
Renter Occupied Housing Units		27.8%
Vacant Housing Units		3.8%
2010 Housing Units		574
Owner Occupied Housing Units		69.5%
Renter Occupied Housing Units		20.2%
Vacant Housing Units		10.3%
2020 Housing Units		1,040
Owner Occupied Housing Units		77.6%
Renter Occupied Housing Units		16.4%
Vacant Housing Units		6.0%
2024 Housing Units		2,161
Owner Occupied Housing Units		86.2%
Renter Occupied Housing Units		8.7%
Vacant Housing Units		5.1%
2029 Housing Units		3,678
Owner Occupied Housing Units		89.2%
Renter Occupied Housing Units		5.5%
Vacant Housing Units		5.4%
<p>Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.</p> <p>Source: Esri forecasts for 2024 and 2029. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.</p>		
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Community Profile

Hoschton City, GA
 Hoschton City, GA (1340056)
 Geography: Place

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		Hoschton city...
2024 Households by Income		
Household Income Base		2,050
<\$15,000		2.3%
\$15,000 - \$24,999		1.9%
\$25,000 - \$34,999		7.0%
\$35,000 - \$49,999		11.3%
\$50,000 - \$74,999		11.8%
\$75,000 - \$99,999		13.9%
\$100,000 - \$149,999		21.4%
\$150,000 - \$199,999		12.5%
\$200,000+		18.0%
Average Household Income		\$133,428
2029 Households by Income		
Household Income Base		3,481
<\$15,000		1.8%
\$15,000 - \$24,999		1.7%
\$25,000 - \$34,999		4.7%
\$35,000 - \$49,999		8.5%
\$50,000 - \$74,999		11.7%
\$75,000 - \$99,999		14.0%
\$100,000 - \$149,999		23.6%
\$150,000 - \$199,999		16.6%
\$200,000+		17.3%
Average Household Income		\$145,106
2024 Owner Occupied Housing Units by Value		
Total		1,863
<\$50,000		3.3%
\$50,000 - \$99,999		1.1%
\$100,000 - \$149,999		0.4%
\$150,000 - \$199,999		1.6%
\$200,000 - \$249,999		7.6%
\$250,000 - \$299,999		22.3%
\$300,000 - \$399,999		36.4%
\$400,000 - \$499,999		15.8%
\$500,000 - \$749,999		7.6%
\$750,000 - \$999,999		2.4%
\$1,000,000 - \$1,499,999		1.0%
\$1,500,000 - \$1,999,999		0.3%
\$2,000,000 +		0.2%
Average Home Value		\$373,094
2029 Owner Occupied Housing Units by Value		
Total		3,280
<\$50,000		2.1%
\$50,000 - \$99,999		1.6%
\$100,000 - \$149,999		1.0%
\$150,000 - \$199,999		2.3%
\$200,000 - \$249,999		7.7%
\$250,000 - \$299,999		19.8%
\$300,000 - \$399,999		32.4%
\$400,000 - \$499,999		17.7%
\$500,000 - \$749,999		10.2%
\$750,000 - \$999,999		3.4%
\$1,000,000 - \$1,499,999		1.1%
\$1,500,000 - \$1,999,999		0.2%
\$2,000,000 +		0.4%
Average Home Value		\$390,755

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

Source: Esri forecasts for 2024 and 2029. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

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Community Profile

Hoschton City, GA
 Hoschton City, GA (1340056)
 Geography: Place

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	Hoschton city...
Median Household Income	
2024	\$102,741
2029	\$111,321
Median Home Value	
2024	\$337,684
2029	\$347,556
Per Capita Income	
2024	\$49,046
2029	\$53,395
Median Age	
2010	39.9
2020	34.6
2024	37.6
2029	39.0
2020 Population by Age	
Total	2,677
0 - 4	8.3%
5 - 9	7.5%
10 - 14	6.5%
15 - 24	9.9%
25 - 34	18.5%
35 - 44	12.5%
45 - 54	10.6%
55 - 64	12.9%
65 - 74	8.0%
75 - 84	4.2%
85 +	1.0%
18 +	74.7%
2024 Population by Age	
Total	5,577
0 - 4	6.9%
5 - 9	7.7%
10 - 14	7.4%
15 - 24	10.8%
25 - 34	13.0%
35 - 44	15.1%
45 - 54	11.9%
55 - 64	11.9%
65 - 74	9.0%
75 - 84	5.1%
85 +	1.2%
18 +	74.2%
2029 Population by Age	
Total	9,460
0 - 4	6.4%
5 - 9	6.8%
10 - 14	7.4%
15 - 24	11.5%
25 - 34	11.4%
35 - 44	15.7%
45 - 54	12.8%
55 - 64	11.0%
65 - 74	9.8%
75 - 84	5.7%
85 +	1.5%
18 +	75.3%

Source: Esri forecasts for 2024 and 2029. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

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Community Profile

Hoschton City, GA
 Hoschton City, GA (1340056)
 Geography: Place

Prepared by Esri

		Hoschton city...
2020 Population by Sex		
Males		1,293
Females		1,384
2024 Population by Sex		
Males		2,776
Females		2,801
2029 Population by Sex		
Males		4,667
Females		4,793
2010 Population by Race/Ethnicity		
Total		1,382
White Alone		92.4%
Black Alone		3.3%
American Indian Alone		0.8%
Asian Alone		0.6%
Pacific Islander Alone		0.0%
Some Other Race Alone		1.1%
Two or More Races		1.9%
Hispanic Origin		7.6%
Diversity Index		26.5
2020 Population by Race/Ethnicity		
Total		2,677
White Alone		78.1%
Black Alone		6.9%
American Indian Alone		0.4%
Asian Alone		2.4%
Pacific Islander Alone		0.1%
Some Other Race Alone		4.0%
Two or More Races		8.2%
Hispanic Origin		10.9%
Diversity Index		49.8
2024 Population by Race/Ethnicity		
Total		5,577
White Alone		75.9%
Black Alone		8.2%
American Indian Alone		0.4%
Asian Alone		2.8%
Pacific Islander Alone		0.1%
Some Other Race Alone		5.1%
Two or More Races		7.6%
Hispanic Origin		11.6%
Diversity Index		53.0
2029 Population by Race/Ethnicity		
Total		9,460
White Alone		73.9%
Black Alone		8.7%
American Indian Alone		0.2%
Asian Alone		3.1%
Pacific Islander Alone		0.1%
Some Other Race Alone		5.6%
Two or More Races		8.4%
Hispanic Origin		12.4%
Diversity Index		55.9

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

Source: Esri forecasts for 2024 and 2029. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

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Community Profile

Hoschton City, GA
 Hoschton City, GA (1340056)
 Geography: Place

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	Hoschton city...
2020 Population by Relationship and Household Type	
Total	2,677
In Households	100.0%
Householder	36.5%
Opposite-Sex Spouse	22.2%
Same-Sex Spouse	0.1%
Opposite-Sex Unmarried Partner	2.1%
Same-Sex Unmarried Partner	0.3%
Biological Child	27.9%
Adopted Child	0.6%
Stepchild	1.6%
Grandchild	2.8%
Brother or Sister	0.9%
Parent	1.2%
Parent-in-law	0.3%
Son-in-law or Daughter-in-law	0.6%
Other Relatives	1.3%
Foster Child	0.1%
Other Nonrelatives	1.7%
In Group Quarters	0.0%
Institutionalized	0.0%
Noninstitutionalized	0.0%
2024 Population 25+ by Educational Attainment	
Total	3,745
Less than 9th Grade	2.2%
9th - 12th Grade, No Diploma	7.2%
High School Graduate	24.7%
GED/Alternative Credential	4.7%
Some College, No Degree	19.3%
Associate Degree	5.2%
Bachelor's Degree	21.3%
Graduate/Professional Degree	15.5%
2024 Population 15+ by Marital Status	
Total	4,349
Never Married	25.3%
Married	60.4%
Widowed	4.7%
Divorced	9.7%
2024 Civilian Population 16+ in Labor Force	
Civilian Population 16+	2,693
Population 16+ Employed	95.8%
Population 16+ Unemployment rate	4.2%
Population 16-24 Employed	6.7%
Population 16-24 Unemployment rate	27.6%
Population 25-54 Employed	68.2%
Population 25-54 Unemployment rate	1.8%
Population 55-64 Employed	13.8%
Population 55-64 Unemployment rate	4.3%
Population 65+ Employed	11.2%
Population 65+ Unemployment rate	0.0%

Source: Esri forecasts for 2024 and 2029. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

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Community Profile

Hoschton City, GA
 Hoschton City, GA (1340056)
 Geography: Place

Prepared by Esri

		Hoschton city...
2024 Employed Population 16+ by Industry		
Total		2,579
Agriculture/Mining		0.3%
Construction		12.8%
Manufacturing		11.4%
Wholesale Trade		4.3%
Retail Trade		13.2%
Transportation/Utilities		6.4%
Information		2.8%
Finance/Insurance/Real Estate		4.7%
Services		40.5%
Public Administration		3.6%
2024 Employed Population 16+ by Occupation		
Total		2,579
White Collar		61.5%
Management/Business/Financial		15.1%
Professional		20.3%
Sales		10.4%
Administrative Support		15.7%
Services		13.6%
Blue Collar		24.8%
Farming/Forestry/Fishing		0.0%
Construction/Extraction		8.0%
Installation/Maintenance/Repair		2.2%
Production		6.6%
Transportation/Material Moving		8.0%
2020 Households by Type		
Total		978
Married Couple Households		61.7%
With Own Children <18		25.6%
Without Own Children <18		36.1%
Cohabiting Couple Households		6.0%
With Own Children <18		2.2%
Without Own Children <18		3.8%
Male Householder, No Spouse/Partner		12.3%
Living Alone		7.9%
65 Years and over		2.1%
With Own Children <18		1.2%
Without Own Children <18, With Relatives		2.7%
No Relatives Present		0.5%
Female Householder, No Spouse/Partner		20.0%
Living Alone		9.0%
65 Years and over		4.8%
With Own Children <18		4.6%
Without Own Children <18, With Relatives		5.4%
No Relatives Present		1.0%
2020 Households by Size		
Total		978
1 Person Household		16.9%
2 Person Household		35.6%
3 Person Household		17.4%
4 Person Household		18.3%
5 Person Household		6.9%
6 Person Household		3.1%
7 + Person Household		1.9%

Source: Esri forecasts for 2024 and 2029. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

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Community Profile

Hoschton City, GA
 Hoschton City, GA (1340056)
 Geography: Place

Prepared by Esri

	Hoschton city...
2020 Households by Tenure and Mortgage Status	
Total	978
Owner Occupied	82.5%
Owned with a Mortgage/Loan	69.4%
Owned Free and Clear	13.1%
Renter Occupied	17.5%
2024 Affordability, Mortgage and Wealth	
Housing Affordability Index	120
Percent of Income for Mortgage	20.6%
Wealth Index	137
2020 Housing Units By Urban/ Rural Status	
Total	1,040
Urban Housing Units	99.4%
Rural Housing Units	0.6%
2020 Population By Urban/ Rural Status	
Total	2,677
Urban Population	99.1%
Rural Population	0.9%

Data Note: Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography.

Source: Esri forecasts for 2024 and 2029. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

March 27, 2025



Community Profile

Hoschton City, GA
 Hoschton City, GA (1340056)
 Geography: Place

Prepared by Esri

		Hoschton city...
Top 3 Tapestry Segments		
1.		Salt of the Earth (6B)
2.		
3.		
2024 Consumer Spending		
Apparel & Services: Total \$		\$5,641,776
Average Spent		\$2,752.09
Spending Potential Index		116
Education: Total \$		\$4,070,361
Average Spent		\$1,985.54
Spending Potential Index		115
Entertainment/Recreation: Total \$		\$9,985,118
Average Spent		\$4,870.79
Spending Potential Index		119
Food at Home: Total \$		\$16,740,424
Average Spent		\$8,166.06
Spending Potential Index		112
Food Away from Home: Total \$		\$9,492,495
Average Spent		\$4,630.49
Spending Potential Index		119
Health Care: Total \$		\$18,620,651
Average Spent		\$9,083.24
Spending Potential Index		118
HH Furnishings & Equipment: Total \$		\$7,876,221
Average Spent		\$3,842.06
Spending Potential Index		121
Personal Care Products & Services: Total \$		\$2,332,368
Average Spent		\$1,137.74
Spending Potential Index		114
Shelter: Total \$		\$62,083,882
Average Spent		\$30,284.82
Spending Potential Index		114
Support Payments/Cash Contributions/Gifts in Kind: Total \$		\$9,073,724
Average Spent		\$4,426.21
Spending Potential Index		126
Travel: Total \$		\$7,512,157
Average Spent		\$3,664.47
Spending Potential Index		121
Vehicle Maintenance & Repairs: Total \$		\$3,561,053
Average Spent		\$1,737.10
Spending Potential Index		117

Data Note: Consumer spending shows the amount spent on a variety of goods and services by households that reside in the area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue. Total and Average Amount Spent Per Household represent annual figures. The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

Source: Consumer Spending data are derived from the 2019 and 2020 Consumer Expenditure Surveys, Bureau of Labor Statistics. Esri.

Source: Esri forecasts for 2024 and 2029. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

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ACS Housing Summary

Hoschton City, GA
Hoschton City, GA (1340056)
Geography: Place

Prepared by Esri

	2018-2022 ACS Estimate	Percent	MOE(±)	Reliability
TOTALS				
Total Population	2,814		301	High
Total Households	1,080		126	High
Total Housing Units	1,208		126	High
OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS				
Total	872	100.0%	119	High
Housing units with a mortgage/contract to purchase/similar debt	601	68.9%	120	Medium
No Second Mortgage and No Home Equity Loan	572	65.6%	123	High
Multiple Mortgages	30	3.4%	23	Low
Second mortgage and Home Equity Loan	0	0.0%	0	Low
Only Home Equity Loan	20	2.3%	22	Low
Only Second Mortgage	10	1.1%	13	Low
Home Equity Loan without Primary Mortgage	0	0.0%	0	Low
Housing units without a mortgage	271	31.1%	77	Medium
AVERAGE VALUE BY MORTGAGE STATUS				
Housing units with a mortgage	\$323,871		\$92,687	Medium
Housing units without a mortgage	\$370,493		\$177,369	Medium
OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS & SELECTED MONTHLY OWNER COSTS				
Total	872	100.0%	119	High
With a mortgage: Monthly owner costs as a percentage of household income in past 12 months				
Less than 10.0 percent	101	11.6%	105	Low
10.0 to 14.9 percent	76	8.7%	35	Medium
15.0 to 19.9 percent	164	18.8%	70	Medium
20.0 to 24.9 percent	124	14.2%	46	Medium
25.0 to 29.9 percent	36	4.1%	21	Medium
30.0 to 34.9 percent	19	2.2%	19	Low
35.0 to 39.9 percent	18	2.1%	21	Low
40.0 to 49.9 percent	4	0.5%	13	Low
50.0 percent or more	59	6.8%	41	Low
Not computed	0	0.0%	0	Low
Without a mortgage: Monthly owner costs as a percentage of household income in past 12 months				
Less than 10.0 percent	128	14.7%	49	Medium
10.0 to 14.9 percent	46	5.3%	28	Medium
15.0 to 19.9 percent	27	3.1%	68	Low
20.0 to 24.9 percent	26	3.0%	46	Low
25.0 to 29.9 percent	0	0.0%	0	Low
30.0 to 34.9 percent	8	0.9%	8	Low
35.0 to 39.9 percent	0	0.0%	0	Low
40.0 to 49.9 percent	10	1.1%	16	Low
50.0 percent or more	12	1.4%	14	Low
Not computed	15	1.7%	46	Low

Source: U.S. Census Bureau, 2018-2022 American Community Survey

Reliability: High Medium Low

March 27, 2025



ACS Housing Summary

Hoschton City, GA
 Hoschton City, GA (1340056)
 Geography: Place

Prepared by Esri

	2018-2022 ACS Estimate	Percent	MOE(±)	Reliability
RENTER-OCCUPIED HOUSING UNITS BY CONTRACT RENT				
Total	208	100.0%	68	■ ■
With cash rent	196	94.2%	67	■ ■
Less than \$100	0	0.0%	0	
\$100 to \$149	0	0.0%	0	
\$150 to \$199	0	0.0%	0	
\$200 to \$249	3	1.4%	11	■
\$250 to \$299	0	0.0%	0	
\$300 to \$349	0	0.0%	0	
\$350 to \$399	0	0.0%	0	
\$400 to \$449	0	0.0%	0	
\$450 to \$499	0	0.0%	0	
\$500 to \$549	0	0.0%	0	
\$550 to \$599	0	0.0%	0	
\$600 to \$649	18	8.7%	21	■
\$650 to \$699	20	9.6%	23	■
\$700 to \$749	8	3.8%	18	■
\$750 to \$799	29	13.9%	51	■
\$800 to \$899	0	0.0%	0	
\$900 to \$999	50	24.0%	40	■
\$1,000 to \$1,249	22	10.6%	18	■
\$1,250 to \$1,499	22	10.6%	36	■
\$1,500 to \$1,999	12	5.8%	24	■
\$2,000 to \$2,499	11	5.3%	19	■
\$2,500 to \$2,999	0	0.0%	0	
\$3,000 to \$3,499	0	0.0%	0	
\$3,500 or more	0	0.0%	0	
No cash rent	12	5.8%	18	■
Median Contract Rent	\$939		\$0	■ ■ ■
Average Contract Rent	\$991		\$494	■ ■
RENTER-OCCUPIED HOUSING UNITS BY INCLUSION OF UTILITIES IN RENT				
Total	208	100.0%	68	■ ■
Pay extra for one or more utilities	200	96.2%	68	■ ■
No extra payment for any utilities	7	3.4%	22	■

Source: U.S. Census Bureau, 2018-2022 American Community Survey

Reliability: ■ ■ high ■ medium ■ low

March 27, 2025



ACS Housing Summary

Hoschton City, GA
 Hoschton City, GA (1340056)
 Geography: Place

Prepared by Esri

	2018-2022 ACS Estimate	Percent	MOE(±)	Reliability
RENTER-OCCUPIED HOUSING UNITS BY GROSS RENT				
Total:	208	100.0%	68	High
With cash rent:	196	94.2%	67	High
Less than \$100	0	0.0%	0	
\$100 to \$149	0	0.0%	0	
\$150 to \$199	0	0.0%	0	
\$200 to \$249	0	0.0%	0	
\$250 to \$299	3	1.4%	11	Low
\$300 to \$349	0	0.0%	0	
\$350 to \$399	0	0.0%	0	
\$400 to \$449	0	0.0%	0	
\$450 to \$499	0	0.0%	0	
\$500 to \$549	0	0.0%	0	
\$550 to \$599	0	0.0%	0	
\$600 to \$649	0	0.0%	0	
\$650 to \$699	0	0.0%	0	
\$700 to \$749	18	8.7%	21	Low
\$750 to \$799	0	0.0%	0	
\$800 to \$899	38	18.3%	46	Low
\$900 to \$999	24	11.5%	35	Low
\$1,000 to \$1,249	41	19.7%	26	High
\$1,250 to \$1,499	28	13.5%	20	Low
\$1,500 to \$1,999	24	11.5%	38	Low
\$2,000 to \$2,499	21	10.1%	23	Low
\$2,500 to \$2,999	0	0.0%	0	
\$3,000 to \$3,499	0	0.0%	0	
\$3,500 or more	0	0.0%	0	
No cash rent	12	5.8%	18	Low
Median Gross Rent	\$1,095		\$0	
Average Gross Rent	\$1,234		\$603	High

Source: U.S. Census Bureau, 2018-2022 American Community Survey

Reliability: High medium Low

March 27, 2025



ACS Housing Summary

Hoshton City, GA
 Hoshton City, GA (1340056)
 Geography: Place

Prepared by Esri

	2018-2022 ACS Estimate	Percent	MOE(±)	Reliability
HOUSING UNITS BY UNITS IN STRUCTURE				
Total	1,208	100.0%	126	High
1, detached	1,052	87.1%	118	High
1, attached	29	2.4%	51	Low
2	9	0.7%	18	Low
3 or 4	3	0.2%	5	Low
5 to 9	31	2.6%	33	Low
10 to 19	0	0.0%	0	
20 to 49	7	0.6%	15	Low
50 or more	14	1.2%	23	Low
Mobile home	57	4.7%	53	Low
Boat, RV, van, etc.	8	0.7%	22	Low
HOUSING UNITS BY YEAR STRUCTURE BUILT				
Total	1,208	100.0%	126	High
Built 2020 or later	79	6.5%	55	Low
Built 2010 to 2019	306	25.3%	84	Medium
Built 2000 to 2009	298	24.7%	108	Medium
Built 1990 to 1999	212	17.5%	73	Medium
Built 1980 to 1989	146	12.1%	56	Medium
Built 1970 to 1979	26	2.2%	28	Low
Built 1960 to 1969	66	5.5%	53	Low
Built 1950 to 1959	20	1.7%	23	Low
Built 1940 to 1949	10	0.8%	17	Low
Built 1939 or earlier	44	3.6%	31	Low
Median Year Structure Built	2003		0	High
OCCUPIED HOUSING UNITS BY YEAR HOUSEHOLDER MOVED INTO UNIT				
Total	1,080	100.0%	126	High
Owner occupied				
Moved in 2021 or later	43	4.0%	43	Low
Moved in 2018 to 2020	366	33.9%	123	Medium
Moved in 2010 to 2017	201	18.6%	60	Medium
Moved in 2000 to 2009	156	14.4%	55	Medium
Moved in 1990 to 1999	73	6.8%	27	Medium
Moved in 1989 or earlier	33	3.1%	66	Low
Renter occupied				
Moved in 2021 or later	38	3.5%	43	Low
Moved in 2018 to 2020	70	6.5%	53	Low
Moved in 2010 to 2017	67	6.2%	33	Medium
Moved in 2000 to 2009	24	2.2%	35	Low
Moved in 1990 to 1999	9	0.8%	18	Low
Moved in 1989 or earlier	0	0.0%	0	
Median Year Householder Moved Into Unit	2017		0	High

Source: U.S. Census Bureau, 2018-2022 American Community Survey

Reliability: High Medium Low

March 27, 2025



ACS Housing Summary

Hoschton City, GA
Hoschton City, GA (1340056)
Geography: Place

Prepared by Esri

	2018-2022			
	ACS Estimate	Percent	MOE(±)	Reliability
OCCUPIED HOUSING UNITS BY HOUSE HEATING FUEL				
Total	1,080	100.0%	126	High
Utility gas	320	29.6%	114	Medium
Bottled, tank, or LP gas	60	5.6%	77	Low
Electricity	676	62.6%	104	High
Fuel oil, kerosene, etc.	0	0.0%	0	
Coal or coke	0	0.0%	0	
Wood	0	0.0%	0	
Solar energy	0	0.0%	0	
Other fuel	0	0.0%	0	
No fuel used	24	2.2%	30	Low
OCCUPIED HOUSING UNITS BY VEHICLES AVAILABLE				
Total	1,080	100.0%	126	High
Owner occupied				
No vehicle available	0	0.0%	0	
1 vehicle available	165	15.3%	51	Medium
2 vehicles available	463	42.9%	123	Medium
3 vehicles available	162	15.0%	91	Medium
4 vehicles available	62	5.7%	32	Medium
5 or more vehicles available	20	1.9%	17	Low
Renter occupied				
No vehicle available	7	0.6%	22	Low
1 vehicle available	56	5.2%	28	Medium
2 vehicles available	124	11.5%	55	Medium
3 vehicles available	21	1.9%	24	Low
4 vehicles available	0	0.0%	0	
5 or more vehicles available	0	0.0%	0	
Average Number of Vehicles Available	2.1		0.4	Medium
VACANT HOUSING UNITS				
Total vacant housing units	122	100.0%	62	Medium
For rent	18	14.8%	54	Low
Rented, not occupied	0	0.0%	0	
For sale only	9	7.4%	25	Low
Sold, not occupied	8	6.6%	16	Low
Seasonal/occasional	0	0.0%	0	
For migrant workers	0	0.0%	0	
Other	87	71.3%	56	Medium

Source: U.S. Census Bureau, 2018-2022 American Community Survey

Reliability: High Medium Low

March 27, 2025



ACS Housing Summary

Hoschton City, GA
Hoschton City, GA (1340056)
Geography: Place

Prepared by Esri

	2018-2022 ACS Estimate	Percent	MOE(±)	Reliability
OWNER-OCCUPIED HOUSING UNITS BY VALUE				
Total	872	100%	119	High
Less than \$10,000	0	0.0%	0	High
\$10,000 to \$14,999	0	0.0%	0	High
\$15,000 to \$19,999	0	0.0%	0	High
\$20,000 to \$24,999	0	0.0%	0	High
\$25,000 to \$29,999	7	0.8%	8	Low
\$30,000 to \$34,999	0	0.0%	0	High
\$35,000 to \$39,999	3	0.3%	8	Low
\$40,000 to \$49,999	0	0.0%	0	High
\$50,000 to \$59,999	0	0.0%	0	High
\$60,000 to \$69,999	0	0.0%	0	High
\$70,000 to \$79,999	0	0.0%	0	High
\$80,000 to \$89,999	27	3.1%	68	Low
\$90,000 to \$99,999	3	0.3%	5	Low
\$100,000 to \$124,999	10	1.1%	16	Low
\$125,000 to \$149,999	5	0.6%	8	Low
\$150,000 to \$174,999	33	3.8%	27	Low
\$175,000 to \$199,999	13	1.5%	13	Low
\$200,000 to \$249,999	86	9.9%	43	Medium
\$250,000 to \$299,999	237	27.2%	85	Medium
\$300,000 to \$399,999	285	32.7%	107	Medium
\$400,000 to \$499,999	120	13.8%	44	Medium
\$500,000 to \$749,999	21	2.4%	13	Medium
\$750,000 to \$999,999	6	0.7%	7	Low
\$1,000,000 to \$1,499,999	0	0.0%	0	High
\$1,500,000 to \$1,999,999	17	1.9%	27	Low
\$2,000,000 or more	0	0.0%	0	High
Median Home Value	\$304,386		\$0	
Average Home Value	\$338,360		\$71,666	Medium

Data Note: N/A means not available.

2018-2022 ACS Estimate: The American Community Survey (ACS) replaces census sample data. Esri is releasing the 2018-2022 ACS estimates, five-year period data collected monthly from January 1, 2018 through December 31, 2022. Although the ACS includes many of the subjects previously covered by the decennial census sample, there are significant differences between the two surveys including fundamental differences in survey design and residency rules.

Margin of error (MOE): The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.

Reliability: These symbols represent threshold values that Esri has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

- High Reliability: Small CVs (less than or equal to 12 percent) are flagged green to indicate that the sampling error is small relative to the estimate and the estimate is reasonably reliable.
- Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow-use with caution.
- Low Reliability: Large CVs (over 40 percent) are flagged red to indicate that the sampling error is large relative to the estimate. The estimate is considered very unreliable.

Source: U.S. Census Bureau, 2018-2022 American Community Survey

Reliability: ■ high ■ medium ■ low

March 27, 2025

ACS Population Summary

Hoschton City, GA
 Hoschton City, GA (1340056)
 Geography: Place



Totals	2019 - 2023			Reliability
	ACS Estimate	Percent	MOE (±)	
Total Population	3,363		400	■ ■ ■
Total Households	1,285		146	■ ■ ■
Total Housing Units	1,449		154	■ ■ ■

Household Size and Type

Households with Pop 65+	337	26.2%	117	■ ■ ■
1-Person	117	9.1%	56	■ ■ ■
2+ Person Family	219	17.0%	106	■ ■ ■
2+ Person Nonfamily	1	0.1%	3	■ ■ ■
Households with No Pop 65+	948	73.8%	130	■ ■ ■
1-Person	154	12.0%	71	■ ■ ■
2+ Person Family	724	56.3%	115	■ ■ ■
2+ Person Nonfamily	70	5.4%	61	■ ■ ■

Household Type by Relatives and Non-relatives

Total	3,363	100.0%	400	■ ■ ■
In Family Households	2,969	88.3%	424	■ ■ ■
In Married-Couple Family	2,040	60.7%	355	■ ■ ■
Relatives	2,040	60.7%	355	■ ■ ■
Nonrelatives	0	0.0%	0	
In Male Householder-No Spouse Present-Family	279	8.3%	180	■ ■ ■
Relatives	267	7.9%	177	■ ■ ■
Nonrelatives	11	0.3%	16	■ ■ ■
In Female Householder-No Spouse Present	650	19.3%	269	■ ■ ■
Relatives	586	17.4%	231	■ ■ ■
Nonrelatives	64	1.9%	55	■ ■ ■
In Nonfamily Households	394	11.7%	129	■ ■ ■

Households by Disability Status

Total	1,285	100.0%	146	■ ■ ■
With 1+ Persons w/Disability	267	20.8%	76	■ ■ ■
With No Person w/Disability	1,018	79.2%	163	■ ■ ■



Source: U.S. Census Bureau, 2019-2023 American Community Survey.

Reliability: ■■■ high

■■■ medium

■■■ low © 2025 Esri

ACS Population Summary | Hoschton City, GA | Geography: Place

Population Age 3+ by School Enrollment	2019 - 2023			Reliability
	ACS Estimate	Percent	MOE (±)	
Total	3,220	100.0%	374	
Enrolled in school	746	23.2%	153	
Enrolled in nursery school, preschool	58	1.8%	31	
Public school	29	0.9%	24	
Private school	29	0.9%	19	
Enrolled in kindergarten	73	2.3%	39	
Public school	73	2.3%	39	
Private school	0	0.0%	0	
Enrolled in grade 1 to grade 4	250	7.8%	93	
Public school	243	7.5%	92	
Private school	8	0.2%	12	
Enrolled in grade 5 to grade 8	169	5.2%	81	
Public school	169	5.2%	81	
Private school	0	0.0%	0	
Enrolled in grade 9 to grade 12	93	2.9%	42	
Public school	54	1.7%	27	
Private school	39	1.2%	37	
Enrolled in college undergraduate years	72	2.2%	50	
Public school	72	2.2%	50	
Private school	0	0.0%	0	
Enrolled in graduate or professional school	31	1.0%	23	
Public school	31	1.0%	23	
Private school	0	0.0%	0	
Not enrolled in school	2,474	76.8%	232	

Households by Presence of People Under 18 by Household Type				
Households with one or more people under 18 years	440	34.2%	94	
Family households	440	34.2%	94	
Married-couple family	271	21.1%	69	
Male householder, no wife present	27	2.1%	32	
Female householder, no husband present	142	11.1%	66	
Nonfamily households	0	0.0%	0	
Households with no people under 18 years	845	65.8%	145	
Married-couple family	440	34.2%	131	
Other family	63	4.9%	44	
Nonfamily households	342	26.6%	106	

Source: U.S. Census Bureau, 2019-2023 American Community Survey. Reliability: high medium low © 2025 Esri

ACS Population Summary | Hoschton City, GA | Geography: Place

Households by Poverty Status	2019 - 2023			Reliability
	ACS Estimate	Percent	MOE (±)	
Total	1,285	100.0%	146	
Income in the past 12 months below poverty level	124	9.6%	58	
Married-couple family	2	0.2%	7	
Other-Male householder (no wife present)	29	2.3%	31	
Female householder (no husband present)	47	3.7%	59	
Nonfamily household - male householder	0	0.0%	0	
Nonfamily household - female householder	47	3.7%	39	
Income past 12 months at or above poverty level	1,161	90.4%	145	
Married-couple family	710	55.3%	137	
Other-Male householder (no wife present)	32	2.5%	31	
Female householder (no husband present)	124	9.6%	54	
Nonfamily household - male householder	189	14.7%	87	
Nonfamily household - female householder	106	8.2%	50	
Poverty Index	77			

Households by Public Assistance and Other Income

Total	1,285	100.0%	146	
With public assistance income	25	1.9%	28	
No public assistance income	1,260	98.1%	148	
With Food Stamps/SNAP	98	7.6%	51	
With No Food Stamps/SNAP	1,187	92.4%	157	
Social Security Income	363	28.2%	123	
No Social Security Income	922	71.8%	132	
Retirement Income	328	25.5%	124	
No Retirement Income	957	74.5%	131	

Population by Ratio of Income to Poverty

Total	3,363	100.0%	400	
Under .50	138	4.1%	177	
.50 to .99	287	8.5%	190	
1.00 to 1.24	128	3.8%	179	
1.25 to 1.49	199	5.9%	166	
1.50 to 1.84	130	3.9%	157	
1.85 to 1.99	33	1.0%	56	
2.00 and over	2,448	72.8%	327	



Source: U.S. Census Bureau, 2019-2023 American Community Survey.

Reliability: high

medium low

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ACS Population Summary | Hoschton City, GA | Geography: Place

Households by Type and Size	2019 - 2023			Reliability
	ACS Estimate	Percent	MOE (±)	
Family Households	943	73.4%	145	
2-Person	430	33.5%	130	
3-Person	215	16.7%	82	
4-Person	184	14.3%	64	
5-Person	90	7.0%	48	
6-Person	14	1.1%	18	
7+ Person	12	0.9%	14	
Nonfamily Households	342	26.6%	106	
1-Person	271	21.1%	87	
2-Person	71	5.5%	61	
3-Person	0	0.0%	0	
4-Person	0	0.0%	0	
5-Person	0	0.0%	0	
6-Person	0	0.0%	0	
7+ Person	0	0.0%	0	

Population Age 5 to 17 by Language Spoken

Speak only English	591	18.8%	157	
Speak Spanish	8	0.3%	14	
Speak English "very well" or "well"	8	0.3%	14	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak other Indo-European languages	13	0.4%	36	
Speak English "very well" or "well"	13	0.4%	36	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak Asian and Pacific Island languages	0	0.0%	0	
Speak English "very well" or "well"	0	0.0%	0	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak other languages	0	0.0%	0	
Speak English "very well" or "well"	0	0.0%	0	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	

[Source:](#) U.S. Census Bureau, 2019-2023 American Community Survey.

Reliability: high medium low © 2025 Esri

ACS Population Summary | Hoschton City, GA | Geography: Place

Population Age 18 to 64 by Language Spoken	2019 - 2023			Reliability
	ACS Estimate	Percent	MOE (±)	
Speak only English	1,897	60.3%	260	High
Speak Spanish	176	5.6%	96	Medium
Speak English "very well" or "well"	173	5.5%	98	Medium
Speak English "not well"	3	0.1%	11	Low
Speak English "not at all"	0	0.0%	0	
Speak other Indo-European languages	37	1.2%	76	Low
Speak English "very well" or "well"	37	1.2%	76	Low
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak Asian and Pacific Island languages	12	0.4%	56	Low
Speak English "very well" or "well"	12	0.4%	56	Low
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak other languages	0	0.0%	0	
Speak English "very well" or "well"	0	0.0%	0	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Population Age 65+ by Language Spoken				
Speak only English	392	12.5%	109	Medium
Speak Spanish	19	0.6%	28	Low
Speak English "very well" or "well"	19	0.6%	28	Low
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak other Indo-European languages	0	0.0%	0	
Speak English "very well" or "well"	0	0.0%	0	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak Asian and Pacific Island languages	0	0.0%	0	
Speak English "very well" or "well"	0	0.0%	0	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak other languages	0	0.0%	0	
Speak English "very well" or "well"	0	0.0%	0	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	

Source: U.S. Census Bureau, 2019-2023 American Community Survey. Reliability: High Medium Low © 2025 Esri

ACS Population Summary | Hoschton City, GA | Geography: Place

Workers Age 16+ By Means of Transportation

Total	1,826	100.0%	233	
Drove alone	1,412	77.3%	204	
Carpooled	78	4.3%	50	
Public transportation (excluding taxicab)	21	1.2%	38	
Bus or trolley bus	21	1.2%	38	
Light rail, streetcar or trolley	0	0.0%	0	
Subway or elevated	0	0.0%	0	
Long-distance/Commuter Train	0	0.0%	0	
Ferryboat	0	0.0%	0	
Taxicab	0	0.0%	0	
Motorcycle	0	0.0%	0	
Bicycle	0	0.0%	0	
Walked	4	0.2%	8	
Other means	9	0.5%	14	
Worked at home	301	16.5%	99	

Workers Age 16+ By Travel Time to Work

Less than 5 minutes	34	2.2%	29	
5 to 9 minutes	24	1.6%	16	
10 to 14 minutes	105	6.9%	63	
15 to 19 minutes	148	9.7%	119	
20 to 24 minutes	128	8.4%	71	
25 to 29 minutes	54	3.5%	72	
30 to 34 minutes	324	21.2%	112	
35 to 39 minutes	36	2.4%	53	
40 to 44 minutes	186	12.2%	74	
45 to 59 minutes	223	14.6%	77	
60 to 89 minutes	207	13.6%	62	
90 or more minutes	53	3.5%	41	
Average Travel Time to Work (in minutes)	N/A		N/A	



Source: U.S. Census Bureau, 2019-2023 American Community Survey.

Reliability:  high

 medium

 low

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ACS Population Summary | Hoschton City, GA | Geography: Place

Workers Age16+ by Place of Work	2019 - 2023			Reliability
	ACS Estimate	Percent	MOE (±)	
Total	1,826	100.0%	233	■ ■ ■
Worked in state and in county of residence	552	30.2%	134	■ ■
Worked in state and outside county of residence	1,272	69.7%	184	■ ■ ■
Worked outside state of residence	2	0.1%	4	■
Sex by Class of Worker				
Total	1,826	100.0%	233	■ ■ ■
Male	842	46.1%	125	■ ■ ■
Employee of private company workers	591	32.4%	113	■ ■ ■
Self-employed in own incorporated business	69	3.8%	40	■ ■
Private not-for-profit wage and salary workers	43	2.4%	58	■
Local government workers	63	3.5%	34	■ ■
State government workers	14	0.8%	21	■
Federal government workers	9	0.5%	15	■
Self-employed in own not incorporated business	52	2.8%	31	■ ■
Unpaid family workers	0	0.0%	0	
Female	984	53.9%	161	■ ■ ■
Employee of private company workers	626	34.3%	128	■ ■
Self-employed in own incorporated business	55	3.0%	56	■
Private not-for-profit wage and salary workers	31	1.7%	24	■
Local government workers	164	9.0%	113	■
State government workers	44	2.4%	35	■
Federal government workers	17	0.9%	20	■
Self-employed in own not incorporated business	46	2.5%	30	■ ■
Unpaid family workers	0	0.0%	0	
Gross Rent as a Percentage of Household Income				
<10% of Income	8	2.8%	22	■
10-14.9% of Income	16	5.6%	29	■
15-19.9% of Income	66	22.9%	73	■
20-24.9% of Income	46	16.0%	41	■
25-29.9% of Income	27	9.4%	22	■
30-34.9% of Income	34	11.8%	29	■
35-39.9% of Income	13	4.5%	21	■
40-49.9% of Income	31	10.8%	39	■
50+% of Income	6	2.1%	17	■
Gross Rent % Inc Not Computed	41	14.2%	37	■

 [Source:](#) U.S. Census Bureau, 2019-2023 American Community Survey. Reliability: ■■■ high ■■ medium ■ low © 2025 Esri

ACS Population Summary | Hoschton City, GA | Geography: Place

Females Age 20-64 by Age of Children	2019 - 2023			Reliability
	ACS Estimate	Percent	MOE (±)	
Total	1,184	100.0%	187	■ ■ ■
Own children under 6 years only	147	12.4%	68	■ ■
In labor force	97	8.2%	43	■
Not in labor force	50	4.2%	51	■
Own children under 6 years and 6 to 17 years	85	7.2%	49	■ ■
In labor force	58	4.9%	39	■
Not in labor force	27	2.3%	46	■
Own children 6 to 17 years only	212	17.9%	72	■ ■
In labor force	183	15.5%	69	■ ■
Not in labor force	29	2.4%	22	■
No own children under 18 years	740	62.5%	173	■ ■
In labor force	575	48.6%	139	■ ■
Not in labor force	165	13.9%	112	■
Population and Presence of a Computer				
Total	3,363	100.0%	400	■ ■ ■
Population <18 in Households	829	24.7%	176	■ ■
Have a Computer	829	24.7%	176	■ ■
Have No Computer	0	0.0%	0	
Population 18-64 in Households	2,123	63.1%	268	■ ■ ■
Have a Computer	2,014	59.9%	258	■ ■ ■
Have No Computer	109	3.2%	216	■
Population 65+ in Households				
Have a Computer	411	12.2%	110	■ ■
Have No Computer	0	0.0%	0	
Households and Internet Subscriptions				
Total	1,285	100.0%	146	■ ■ ■
With an Internet Subscription	1,252	97.4%	147	■ ■ ■
Dial-Up Alone	0	0.0%	0	
Broadband	1,044	81.2%	148	■ ■ ■
Satellite Service	98	7.6%	49	■ ■
Other Service	0	0.0%	0	
Internet Access with no Subscription	11	0.9%	12	■
With No Internet Access	22	1.7%	40	■

 **Source:** U.S. Census Bureau, 2019-2023 American Community Survey. Reliability: ■■■ high ■■ medium ■ low © 2025 Esri

ACS Population Summary | Hoschton City, GA | Geography: Place

Health Insurance Coverage by Age	2019 - 2023			Reliability
	ACS Estimate	Percent	MOE (±)	
Under 19 years:	857	25.5%	181	🟡
One Type of Health Insurance:	751	22.3%	167	🟡
Employer-Based Health Ins Only	440	13.1%	135	🟡
Direct-Purchase Health Ins Only	15	0.4%	16	🔴
Medicare Coverage Only	0	0.0%	0	
Medicaid Coverage Only	265	7.9%	152	🟡
TRICARE/Military Hlth Cov Only	31	0.9%	64	🔴
VA Health Care Only	0	0.0%	0	
2+ Types of Health Insurance	56	1.7%	87	🔴
No Health Insurance Coverage	50	1.5%	42	🔴

Health Insurance Coverage by Age				
19 to 34 years:	767	22.8%	146	🟢
One Type of Health Insurance:	610	18.1%	126	🟡
Employer-Based Health Ins Only	500	14.9%	122	🟡
Direct-Purchase Health Ins Only	50	1.5%	37	🔴
Medicare Coverage Only	0	0.0%	0	
Medicaid Coverage Only	56	1.7%	53	🔴
TRICARE/Military Hlth Cov Only	5	0.1%	7	🔴
VA Health Care Only	0	0.0%	0	
2+ Types of Health Insurance	54	1.6%	45	🔴
No Health Insurance Coverage	102	3.0%	80	🔴

Health Insurance Coverage by Age				
35 to 64 years:	1,328	39.5%	193	🟢
One Type of Health Insurance:	1,009	30.0%	165	🟢
Employer-Based Health Ins Only	856	25.5%	152	🟢
Direct-Purchase Health Ins Only	81	2.4%	70	🔴
Medicare Coverage Only	11	0.3%	13	🔴
Medicaid Coverage Only	24	0.7%	21	🔴
TRICARE/Military Hlth Cov Only	5	0.1%	16	🔴
VA Health Care Only	30	0.9%	40	🔴
2+ Types of Health Insurance	152	4.5%	69	🟡
No Health Insurance Coverage	167	5.0%	78	🟡

Source: U.S. Census Bureau, 2019-2023 American Community Survey. Reliability: 🟢 high 🟡 medium 🔴 low © 2025 Esri

ACS Population Summary | Hoschton City, GA | Geography: Place

Health Insurance Coverage by Age	2019 - 2023			Reliability
	ACS Estimate	Percent	MOE (±)	
65+ years:	411	12.2%	110	🟡
One Type of Health Insurance:	204	6.1%	91	🟡
Employer-Based Health Ins Only	16	0.5%	16	🔴
Direct-Purchase Health Ins Only	0	0.0%	0	
Medicare Coverage Only	188	5.6%	91	🟡
TRICARE/Military Hlth Cov Only	0	0.0%	0	
VA Health Care Only	0	0.0%	0	
2+ Types of Health Insurance:	208	6.2%	62	🟡
Employer-Based & Direct-Purchase Insurance	0	0.0%	0	
Employer-Based Health & Medicare Insurance	63	1.9%	41	🟡
Direct-Purchase Health & Medicare Insurance	56	1.7%	39	🔴
Medicare & Medicaid Coverage	21	0.6%	36	🔴
Other Private Health Insurance Combos	0	0.0%	0	
Other Public Health Insurance Combos	2	0.1%	7	🔴
Other Health Insurance Combinations	66	2.0%	35	🟡
No Health Insurance Coverage	0	0.0%	0	

Civilian Population Age 18+ by Veteran Status

Total	2,534	100.0%	300	🟢
Veteran	184	7.3%	75	🟡
Nonveteran	2,350	92.7%	292	🟢
Male	1,122	44.3%	144	🟢
Veteran	181	7.1%	75	🟡
Nonveteran	941	37.1%	126	🟢
Female	1,412	55.7%	196	🟢
Veteran	3	0.1%	11	🔴
Nonveteran	1,409	55.6%	197	🟢

 **Source:** U.S. Census 2019-2023 American Community Survey. **Data Note:** N/A means not available. Ratio of Income to Poverty Level represents persons for whom poverty status is determined. Household income represents income in 2023, adjusted for inflation.

Margin of error (MOE): The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.

Reliability: Symbols represent threshold values Esri has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

🟢 High Reliability: Small CVs (less than or equal to 12 percent) are flagged green and are considered reasonably reliable.

🟡 Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow and should be used with caution.

🔴 Low Reliability: Large CVs (over 40 percent) are flagged red and are considered very unreliable.

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United States[™]
Census
Bureau

OnTheMap

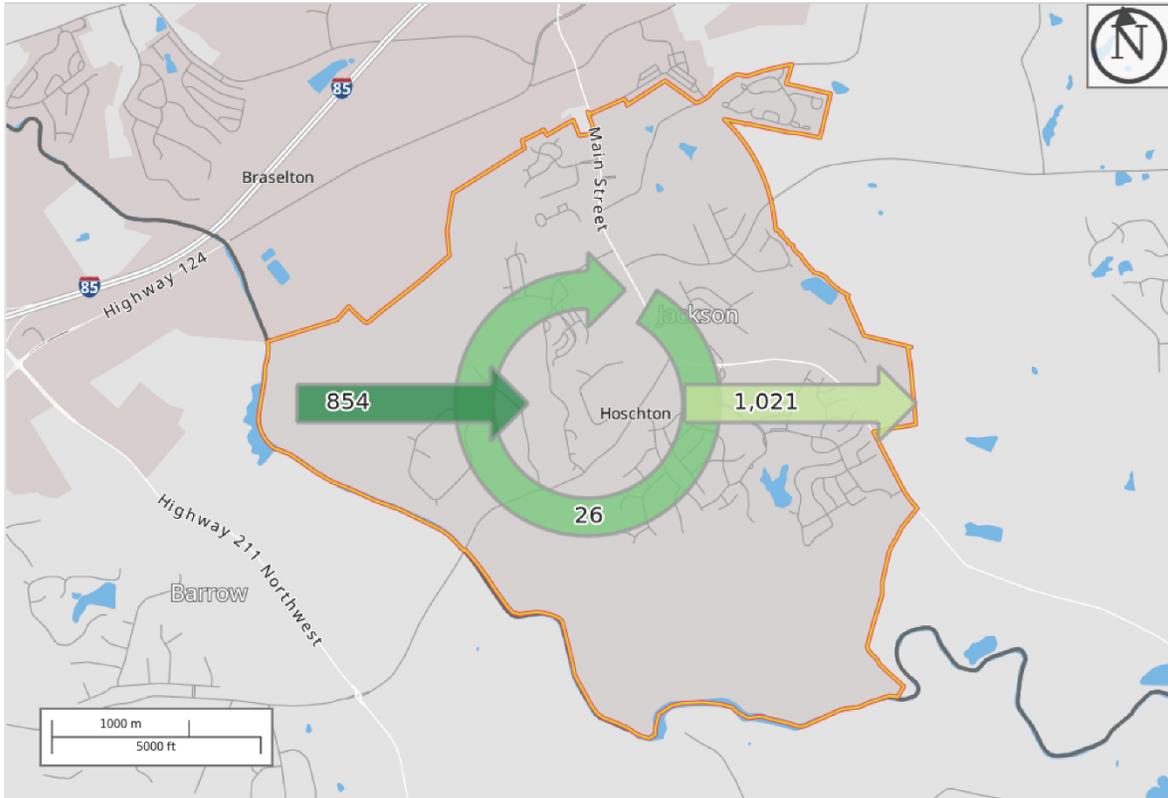
Inflow/Outflow Analysis

Worker Flows In, Out, and Within Hoschton city, GA

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 08/18/2025

Inflow/Outflow Counts of All Jobs for Selection Area in 2022

All Workers



Map Legend

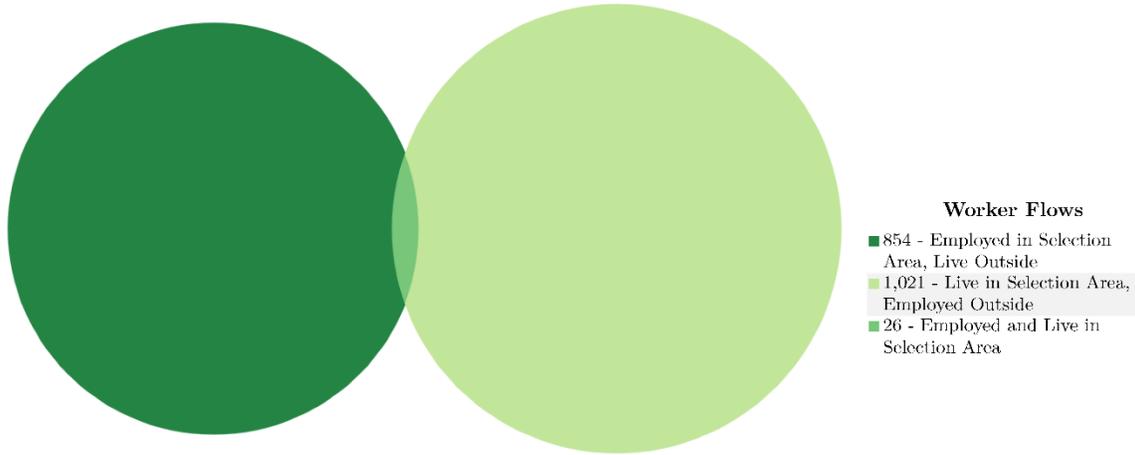
Selection Areas
 Selection Area

Inflow/Outflow
 Employed and Live in Selection Area
 Employed in Selection Area, Live Outside
 Live in Selection Area, Employed Outside
 Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.



Inflow/Outflow Counts of All Jobs for Selection Area in 2022

All Workers



Inflow/Outflow Counts of All Jobs for Selection Area in 2022

All Workers

Worker Totals and Flows	2022	
	Count	Share
Employed in the Selection Area	880	100.0%
Employed in the Selection Area but Living Outside	854	97.0%
Employed and Living in the Selection Area	26	3.0%
Living in the Selection Area	1,047	100.0%
Living in the Selection Area but Employed Outside	1,021	97.5%
Living and Employed in the Selection Area	26	2.5%

Additional Information

Analysis Settings

Analysis Type	Inflow/Outflow
Selection area as	N/A
Year(s)	2022
Job Type	All Jobs
Selection Area	Hoschton city, GA from Places (Cities, CDPs, etc.)
Selected Census Blocks	50
Analysis Generation Date	08/18/2025 12:13 - OnTheMap 6.25.2
Code Revision	bd5bc0a714230c9c2b909d905c8753cb532970e8
LODES Data Vintage	20241022_1605

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2022).

Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.

CRASH SUMMARY REPORT

Hoschton 2015-2024 Report

Created on August 18, 2025

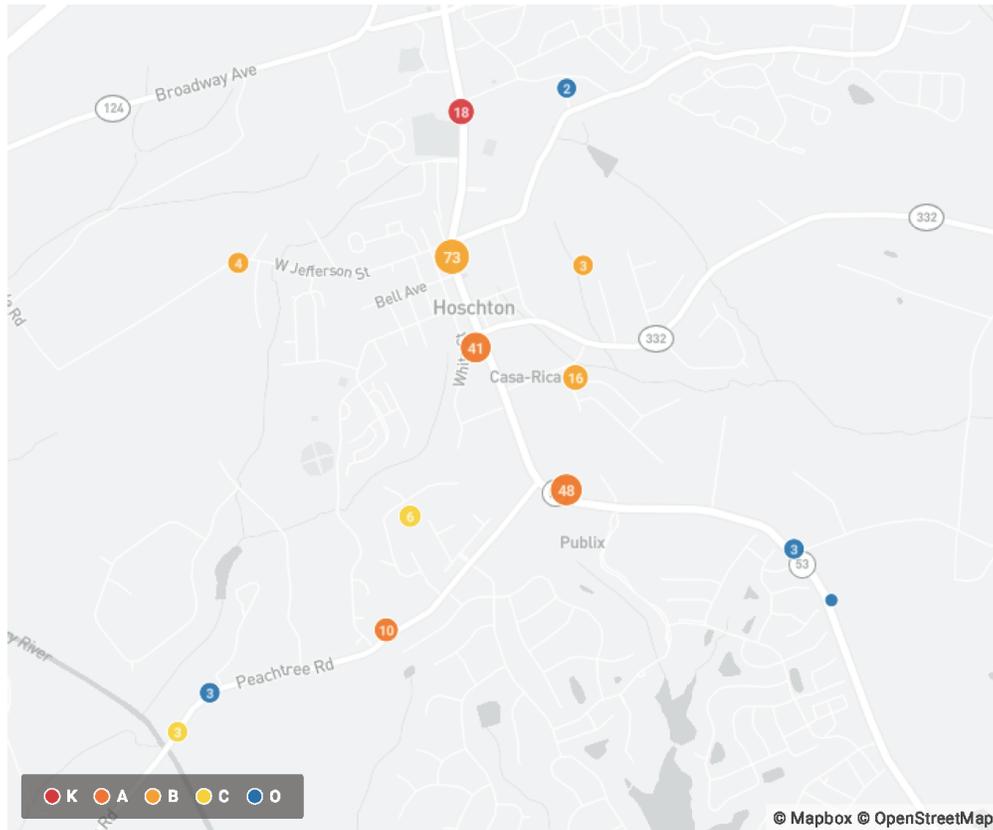
Created by Phillip Jones

Data extents: December 31, 2014 to December 31, 2024



Applied Filters

City (Geolocated for use in Dashboards) = Hoschton



Legend: K (Red), A (Orange), B (Yellow), C (Light Blue), O (Dark Blue)

Total Crashes	231	Fatal Crashes	1
---------------	-----	---------------	---

GDOT Summary	Collisions Dataset	
Intersection Related	143	61.90%
Distracted Driver (Suspected)	102	44.16%
Single Motor Vehicle Involved	60	25.97%

Distracted Driver (Confirmed)	22	9.52%
Impaired Driving (Confirmed)	14	6.06%
Large Truck Related	9	3.90%
Motorcycle Related	4	1.73%
Pedestrian Related	2	0.87%
+ 2 more	0	0%

KABCO Severity	Collisions Dataset	
(O) No Injury	160	69.26%
(C) Possible Injury / Complaint	40	17.32%
(B) Suspected Minor/Visible Injury	27	11.69%
(A) Suspected Serious Injury	3	1.30%
(K) Fatal Injury	1	0.43%
Unknown	0	0.00%

Date and Time (Year)	Collisions Dataset	
2024	16	6.93%
2023	11	4.76%
2022	20	8.66%
2021	28	12.12%
2020	42	18.18%
2019	18	7.79%
2018	21	9.09%
2017	23	9.96%
+ 4 more	52	22.51%

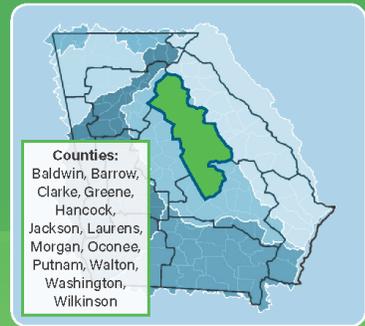
Date and Time (Hour of Day)	Collisions Dataset	
12 am - 2 am	4	1.73%
2 am - 4 am	3	1.30%
4 am - 6 am	11	4.76%
6 am - 8 am	23	9.96%
8 am - 10 am	17	7.36%
10 am - 12 pm	24	10.39%
12 pm - 2 pm	27	11.69%
2 pm - 4 pm	33	14.29%
+ 4 more	89	38.53%

2023 REGIONAL WATER PLAN

UPPER OCONEE REGION

BACKGROUND

The Upper Oconee Regional Water Plan was initially completed in 2011 and subsequently updated in 2017 and 2023. The plan outlines near-term and long-term strategies to meet water needs through 2060. Major water resources include portions of the Oconee, Ocmulgee, Ogeechee, Savannah, and Altamaha river basins and various groundwater aquifer systems. The Upper Oconee Region encompasses several major population centers including Athens, Milledgeville, and Dublin.



OVERVIEW OF UPPER OCONEE REGION

The Upper Oconee Region encompasses 13 counties in the central-northeast portion of Georgia. Over the next 40 years, the population of the region is projected to increase from approximately 617,000 to 1.025 million residents. The region's leading economic sectors include government, health care, services, manufacturing, retail and construction.

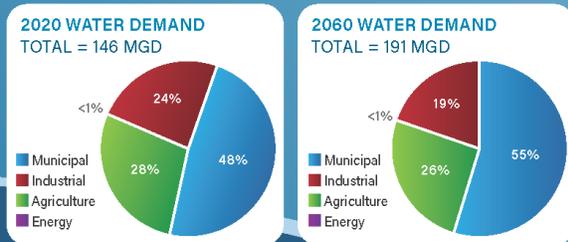
Following the retirement of Plant Branch thermoelectric facility, surface water withdrawals for the region decreased significantly and water use for the energy sector is less than 1 million gallons per day. In 2020, groundwater supplied 52% of water use and surface water supplied 48% of the region's total water demand. Municipal, agricultural, and industrial water uses were 48%, 28%, and 24% of total water demand, respectively.

KEY WATER RESOURCE ISSUES ADDRESSED BY THE COUNCIL

1. Efficient use of the water by all sectors, recognizing the diverse characteristics of the Upper Oconee.
2. Strategic wastewater management in fast growing counties (Barrow, Clarke, Greene, Jackson, Morgan, Oconee, and Walton Counties).
3. Potential limitations on future surface water supplies in existing impoundments.
4. Protecting the water quality of Lakes Oconee and Sinclair and the Oconee River by reducing both point and nonpoint source nutrient loads.
5. The natural capacity of the water bodies to process pollutants is exceeded in the middle (Morgan and Putnam Counties) and lower (Laurens County) portion of the basin due to zones of low dissolved oxygen.



FORECASTED REGIONAL WATER DEMANDS



www.georgiawaterplanning.org

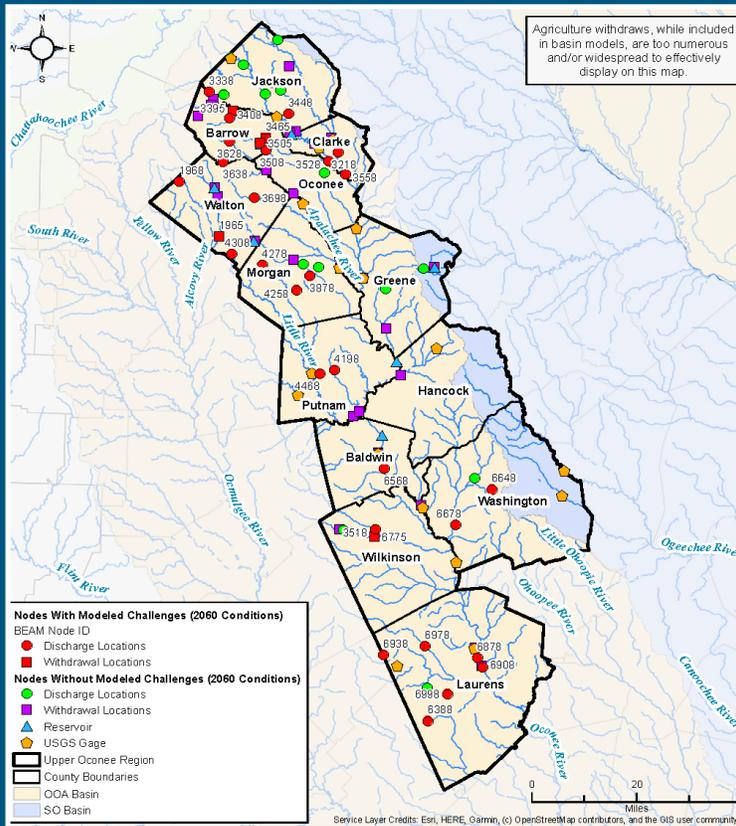
SUMMARY OF 2023 RESOURCE ASSESSMENT RESULTS

GROUNDWATER: At the regional level, there will be adequate supplies to meet the region's future groundwater supply needs over the planning horizon.

SURFACE WATER QUALITY: Water quality problems are predicted to occur in Lakes Oconee and Sinclair due to excess nutrients resulting from a combination of point and nonpoint source pollutant loads from anticipated wastewater discharges and land use changes.

SURFACE WATER AVAILABILITY: Over the next 40 years, the modeling analysis indicates potential challenges in meeting demand for water supply at withdrawal facilities in three counties: Barrow, Walton, and Wilkinson. Potential challenges in meeting demand for assimilation of treated wastewater are indicated at direct discharge facilities in ten counties. The map below shows locations where surface water availability was analyzed; symbols in red indicate facilities where modeling results show potential challenges.

POTENTIAL 2060 SURFACE WATER CHALLENGES IN THE UPPER OCONEE REGION



UPPER OCONEE MANAGEMENT PRACTICES

The Upper Oconee Plan describes 25 management practices targeted toward current and future needs. Actions for surface and groundwater are grouped and listed by the water use sectors that will implement them. The Plan also includes practices for resources shared with other regions. Representative practices are summarized here.

WATER CONSERVATION: To address potential challenges in meeting future water needs, the Upper Oconee Plan encourages conservation pricing and development of water conservation goals.

WATER SUPPLY: Practices include expansion of existing reservoirs and development of new sources.

WASTEWATER & WATER QUALITY: The Upper Oconee Plan calls for implementation of centralized sewer in developing areas where density warrants and development of local wastewater master plans to evaluate wastewater treatment and disposal options to meet future demands. Comprehensive land use planning and local government participation in construction erosion and sediment control are also encouraged.

RECOMMENDATIONS TO STATE: Focus on incentives, collaboration and cooperation with state and local planning agencies, and support for plan implementers; fund water planning; focus funding and assistance on areas with shortfalls; continue monitoring to help conserve Georgia's natural, historic, and cultural resources.

PRODUCED: JUNE 2023

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