

**CITY OF HARTWELL,
GEORGIA**

COMPREHENSIVE PLAN

2005 – 2025

November 2005

**Prepared Under Contract By:
Georgia Mountains Regional Development Center**

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CHAPTER ONE

INTRODUCTION

1.1. Purpose and Scope of Study.

The City of Hartwell contracted with the Georgia Mountains Regional Development Center (GMRDC) for the preparation of a comprehensive plan which meets the requirements of the Georgia Planning Act. Minimum planning standards for local plans in Georgia require that the following elements be included: population, housing, economic development, natural and historic resources, land use, community facilities, transportation, intergovernmental coordination and implementation.

The comprehensive plan has been prepared in accordance with the mandated three-step planning process, which is described as follows: 1) an inventory of data for each planning element and projections/ forecasts where applicable to provide the local governments with a factual and conceptual basis for making informed decisions about the future of the community, and an analysis and assessment of the data in terms of their significance to the community; 2) a statement of issues, needs, goals, policies and objectives; and 3) an implementation strategy which sets forth an overall strategy for meeting the community's ambitions both for the short-term (the next five years) and the entire planning horizon (to the year 2025).

The comprehensive plan was prepared in accordance with minimum procedural requirements for local plans, which include a public hearing prior to substantive work on the plan, and a public hearing prior to transmittal of the comprehensive plan for review by the Regional Development Center and Georgia Department of Community Affairs.

1.2. Organization of the Plan.

The Plan is divided into several chapters which generally correspond to minimum planning elements. The implementation component of the plan is concentrated into the last chapter, which includes a comprehensive listing of all statements of goals, policies and objectives, as well as the Short Term Work Program. These statements were placed in the final chapter so that a policy plan and implementations component can, if necessary, be extracted from the plan text and provided to those individuals who desire to know the various policies and programs of the city, but who do not wish to review the entire plan document.

1.3. Location.

The City of Hartwell is located in the northeast portion of Georgia in the Piedmont Plateau and serves as the county seat for Hart County. Hartwell is about 95 miles northeast of Atlanta, Georgia, 40 miles northeast of Athens, Georgia, and 27 miles southwest of Anderson, South Carolina. Map 1-1 indicates the location of Hartwell in relation to the State of Georgia. Map 1-2 is a base map of Hartwell.

1.4. Citizen Participation.

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

At a minimum, the public participation program must provide for: adequate notice to keep the general public informed of the emerging plan; opportunities for the public to provide written comments on the plan; hold the required public hearings; and, provide notice to property owners through advertisements in the newspaper (legal organ) of the planning effort soliciting participation and comments. In addition, Hartwell must provide opportunities for public participation through other means and methods to help articulate a community vision and develop associated goals and implementation program.

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

ACTIVITY	DATE
Initial Public Hearing	September 2003
Steering Committee Solicited and Selected	October 2003
Plan Kick-Off Meeting	October 2003
Data Collection	November 2003 – August 2005
Committee Analysis	November 2003 – August 2005
Community Survey and Vision Development	January 2004 – December 2004
Articulation of Needs and Goals	April 2005 – August 2005
Work Program Development	August 2005
Second Public Hearing	September - October 2005
Plan Submitted for Review	November 2005
Plan Adopted	January 2006

In an effort to secure adequate citizen participation in the planning process, a Growth Strategies Advisory Committee was established. This committee was comprised of 18 persons appointed by the City of Hartwell. The Committee met with the Georgia Mountains Regional Development Center planning staff to provide input and review drafts of all elements of the plan and assist in the development of statements of goals, policies, objectives, and programs.

The next course of action was to conduct a community survey. The Advisory Committee developed a survey consisting of questions they deemed important to the community. The survey was then distributed and collected through the city utilities department.

CITY OF HARTWELL PUBLIC OPINION POLL

The City of Hartwell government is working with the Georgia Mountain Regional Development Council and the Georgia Department of Community Affairs to develop a 10-year Comprehensive Plan. The State of Georgia requires that each municipal government and county government complete a comprehensive plan if they want to be eligible for state funds for community improvement. To begin this process, the Mayor of Hartwell have assembled a planning committee comprised of local citizens.

An important component of this process is input from individuals in our community. The purpose of this poll is to try to determine the attitudes and opinions of the residents of Hartwell related to issues concerning Land Use, Historic and Natural Resources, and Economic Development. The responses you give in this survey will help influence how our community grows over the next 10 years.

Please take the time necessary to give your honest responses and comments to the questions on this survey. Thank you for your time and consideration for continuing to make our community a great place to live.

1. How long have you resided in Union County? 0-5 years _____ 5-10 _____ 10 or more _____
2. Do you live here full time? Yes _____ No _____
If no, where is your legal residence? _____
3. Do you work in Hartwell? Yes _____ No _____
If no, how far do you drive to work? 0-10 miles _____ Over 10 miles _____
4. Do you have any school-age children? Yes _____ No _____
If yes, how many? _____
5. What is your educational level? High School _____ College _____ GED _____

Growth and Its Impact

6. Has progress in the level of service in the following areas in Hartwell in the past 10 years been favorable?

	<u>Yes</u>	<u>No</u>
A. Streets/sidewalks	()	()
B. Commercial/Industrial Development	()	()
C. Education	()	()
D. Housing	()	()
E. Public Services	()	()
F. Recreation	()	()
G. Health Care	()	()
H. Other	()	()

7. What is it that you like the most about City of Hartwell?

	<u>Most</u>	<u>Least</u>
A. Residential Areas	()	()
B. Public Services	()	()
C. Employment Opportunities	()	()
D. Historic Preservation	()	()
E. Shopping Facilities	()	()
F. Recreation Opportunities	()	()
G. Natural Resources	()	()
H. Health Care Services	()	()
I. Other	()	()

8. Do you desire progress in the next ten years, in the following areas?

	<u>Yes</u>	<u>No</u>
A. Road Construction	()	()
B. Commercial/Industrial Employment	()	()
C. New Schools	()	()
D. New Housing	()	()
E. Public Service Facilities	()	()
F. Recreation Facilities	()	()
G. Natural Resources Preservation	()	()
H. Health Care Services	()	()
I. Other	()	()

9. What do you desire Hartwell to be in the next ten years?

	<u>Yes</u>	<u>No</u>
A. Commercial/Industrial Employment Center	()	()
B. Retail Trade Center	()	()
C. Residential Community	()	()
D. Camping/Resort	()	()
E. Retirement Community	()	()
F. Tourist/Recreation Attraction	()	()
G. Other	()	()

10. What do you think the county should do to promote future growth?
- | | <u>Yes</u> | <u>No</u> |
|--|------------|-----------|
| A. Provide funds for public works development | () | () |
| B. Expand commercial/industrial recruiting efforts | () | () |
| C. Expand tourism/recreation efforts | () | () |
| D. Provide local growth controls | () | () |
| E. Provide additional revenue sources | () | () |
| F. Provide Natural Resources Controls | () | () |
| G. Other | () | () |
- Would you support "limited" land use restriction () ()
 Would you support "strict" (e. zoning) land use restrictions? () ()
 Do you favor commercial/residential inspections and enforcement? () ()
 If yes, would you be willing to pay for this inspection? () ()
 Would you support public transportation? () ()
 Do you desire additional rental properties () ()
 Comments _____

Economy and Taxes

14. What priority would you place on the following economic issues?
- | | <u>High</u> | <u>Med</u> | <u>Low</u> |
|--|-------------|------------|------------|
| A. Create and retain well-paying jobs | () | () | () |
| B. Provide tax incentives for business to locate in Hartwell | () | () | () |
| C. Reduce government regulations | () | () | () |
| D. Increase government regulations | () | () | () |
| E. Other | () | () | () |
15. To increase revenue and promote economic development would you support the following?
- | | <u>Stores</u> | <u>Restaurants</u> | <u>Both</u> | <u>Neither</u> |
|------------------------------------|---------------|--------------------|-------------|----------------|
| A. Beer and wine sales in the City | () | () | () | () |
| B. Liquor sales in the city? | () | () | () | () |

Particular Concerns

15. What priority would you place on the following government services?
- | | <u>High</u> | <u>Med</u> | <u>Low</u> |
|---|-------------|------------|------------|
| A. Protection Services (police, fire, etc.) | () | () | () |
| B. Health Services | () | () | () |
| C. Transportation | () | () | () |
| D. Educational Resources | () | () | () |
| E. Environmental Protection | () | () | () |
| F. Growth Regulations | () | () | () |
| G. Recreation & Parks | () | () | () |
| H. Water & Sewer & Gas | () | () | () |
16. What are the greatest potentials this community has that need to be capitalized upon in the future?
17. Please tell us what are the obstacles that this community must overcome for it to foster new growth in the future?

Optional Age Group

Under 25 _____ 26-35 _____ 36-50 _____ 51-60 _____ 61 and up _____

Again, thank you for your time and concern.

The survey results identified that local citizens like Hartwell because of its quiet residential areas, excellent public services and recreation opportunities. Citizens also identified concerns over the lack of employment opportunities, limited health care services in the community as well as the lack of cultural arts and related cultural activities.

Respondents to the survey indicated that they desire Hartwell to be the commercial/industrial employment center for the county over the next ten years, and that this is the most important issue the city needs to address. Citizens identified that active recruiting efforts and the provision of tax incentives for businesses to locate in Hartwell should be some of the methods to promote future growth in the city.

Other comments included better cooperation between local government agencies and improved traffic patterns and control, including alternatives to driving.

COMMUNITY VISION

A vision for the future of the community must be included in the comprehensive plan. The community vision is intended to provide a complete picture of what the community desires to become. The community vision must be based on public input, the assessment of current and future needs and be supported by the goals, policies and objectives in the comprehensive plan.

In addition, there must be consistency between the community vision and the Georgia Department of Community Affairs Quality Community Objectives as well as consistency with the community visions of other communities within the region.

COMMUNITY VISION STATEMENT

The City of Hartwell is a community blessed with an abundance of natural scenic beauty and rural character and culture. It is the vision of the City to maintain these characteristics through wise community management and service decisions and protection of all natural and cultural resources while at the same time fostering economic development and growth, which will increase the number of entrepreneurial opportunities and jobs available in the community. While recognizing the importance of traditional heritage and culture, Hartwell is a community that welcomes visitors and new residents.

CONSISTENCY WITH STATE GOALS AND QUALITY COMMUNITY OBJECTIVES

ECONOMIC DEVELOPMENT GOAL

Regional Identity Objective – The City of Hartwell is an active members of the Georgia Mountain Regional Development Center and is linked with the many communities within the regional through its abundance natural scenic beauty and rich Appalachian culture. Lake Hartwell is shared by three counties and two cities in Georgia as well as several other local governments in South Carolina.

Growth Preparedness Objective - Hartwell continues to make improvements in infrastructure and coordination of development service areas and activities. Additional improvements such as the development of improved regulatory guidelines for growth, economic development planning and leadership development will help the city achieve the quality growth it desires. The City has been committed to providing the necessary infrastructure to accommodate past and current growth. The city is further committed to making the necessary improvements to accommodate projected growth needs. The City also recognizes the need for improved land use and development management guidelines to assist them as they grow.

Appropriate Business and Educational Opportunity Objectives – Hartwell and Hart County is fortunate that they have a workforce with skill levels appropriate for industry and businesses in the community. With the North Georgia Technical College campus and Athens Technical College campus located in close proximity, industries in the area are able to benefit from the skills of the graduates provided by the college. The need for higher education degrees, beyond technical skills, within the county have been identified in the plan and is a goal for the future.

Employment Options Objective – There are a variety of businesses, industries and services located within Hartwell and Hart County. The location of NGT and ATC close by assists in providing a range of employment skills for local employers. The development of economic, industry marketing and recruitment plans and teams will help continue to provide a wide range of job opportunities in the area.

NATURAL AND HISTORIC RESOURCES GOAL

Heritage Preservation Objective – Hartwell is rich in historic resources. The city benefits from a very active local historic society, a Main Street Program, and a Preservation Commission that administers the local preservation ordinance. The plan calls for further preservation opportunities by identifying additional historic districts, calling for an updated survey, and encouraging protection of important sites that could potentially be lost to development.

Environmental Protection Objective – Water supply watersheds, wetlands, and flood plains are protected in Hartwell. Additional measures to protect these sensitive resources in the future are recommended in the plan.

COMMUNITY FACILITIES AND SERVICES GOAL

Transportation Alternative Objective – Hartwell has limited alternative transportation facilities. The city contains the only public sidewalks for pedestrian travel, but there is no linkage among the facilities and much of it is in a state of repair. It is a goal of the City in the plan to develop a pedestrian sidewalk planning and facilities that meets the community's needs.

Regional Solutions Objective – Hartwell actively participates in regional programs and funding in areas of public safety, courts, public services, planning, and economic development. The city willingly participates in regional activities and solutions that will improve efficiency in service delivery and costs saving to tax payers.

HOUSING OPPORTUNITIES GOAL

Housing Opportunities Objective – The median price of a home in Hartwell is lower than the State average. However the median household income is much lower than the State average, which causes some concerns over housing affordability. However, Hartwell supports providing a whole range of housing opportunities in order for those working in the City to be able to affordably live within the city. This is evidenced by the housing activities in the Rome Street Neighborhood. The plan recommends a variety of housing types and locations meeting the needs of senior citizens and families with low or moderate incomes.

LAND USE GOAL

Traditional Neighborhood Objective – Traditional neighborhood patterns are located in the City. The City is committed to continue this type of development as there are a number of small vacant lots and properties dotted around the City that will more than likely be converted to single and multi family uses. The plan identifies the need for some development within the County to occur in close proximity to the City at higher densities, taking advantage of City infrastructure and close at distances to community goods and services. These are areas that could possibly be annexed into the city, but should occur with traditional design standard attached to them.

Infill Development Objective – Infill development opportunities exists for the City of Hartwell. The city is committed to encourage development in areas where infrastructure is already in place through the promotion of land use policies and appropriate measures.

Sense of Place Objective – The City of Hartwell is the focal point of all activity within Hart County. Most of the county businesses, services and industries are located within or adjacent to the City limits. Most city and county services, including schools and recreation are located within or adjacent to the City as well. There are several churches located within the City where people gather to worship and socialize. The City is further committed to help Hartwell remain the focal point of community activity. This can be accomplished by adequate enforcement, proper administration and timely updates of local ordinances including the preservation ordinance, zoning ordinance, subdivision regulation, etc.

CHAPTER TWO

POPULATION ELEMENT

The population element of the comprehensive plan is the most logical starting point in planning for the future of a community. The population element provides the City of Hartwell with an inventory and assessment of trends in population growth or decline and in the demographic characteristics of the population. The population element forms a foundation for the economic development, community facilities, housing and land use elements of the plan.

2.1. Population Trends in Influencing Regions.

Hartwell's population should be, and is, considered within the context of population trends in the regions which may influence growth in Hartwell and Hart County. Table 2-1 provides population figures for 1980 through 2000 and percent growth rates for the past decade, for regions which may have an influence on population growth in the city and county.

Hartwell and Hart County are located in close proximity to the Greenville-Spartanburg Metropolitan Statistical Area (MSA). Anderson County is adjacent to Hart County (across Lake Hartwell) is within this MSA. It is approximately 25 miles from Hartwell to Anderson, South Carolina

The city and county may also be influenced by the growth of the Athens, Georgia MSA, which as of 2000 included Athens-Clarke County, Jackson County, Madison County and Oconee County. Hartwell is approximately 40 miles from downtown Athens. As Table 2-1 indicates, the Athens MSA increased by more than 7,000 persons and had a growth rate of 4.9 percent over the last decade.

Hartwell and Hart County are located within the Georgia Mountains RDC region, which encompasses thirteen counties: Banks, Dawson, Forsyth, Franklin, Habersham, Hall, Hart, Lumpkin, Rabun, Stephens, Towns, Union and White. The Georgia Mountains region increased by more than 150,000 persons and had a growth rate of almost fifty percent during the 1990s. Most of this growth, however, occurred in suburban Forsyth and Hall Counties, which are heavily influenced by the population growth of metropolitan Atlanta. Counties in the more outlying portions of the region have witnessed varying growth rates between 1990 and 2000 depending on the location in the region.

**TABLE 2-1
REGIONAL POPULATION TRENDS
1980 - 2000**

AREA	1980	1990	2000	1990-2000 % CHANGE
Anderson, SC MSA	133,235	145,196	+	---
Athens, GA MSA	130,015	146,267	153,444	4.9
Georgia Mountains RDC	244,010	304,462	455,342	49.6
Northeast Georgia RDC	233,230	277,962	438,300 *	---

NOTES: MSA is Metropolitan Statistical Area; RDC is Regional Development Center
 +Anderson became part of the Greenville – Spartanburg MSA in 2000.
 * Northeast Georgia RDC added three counties to its region.

SOURCE: U.S. Department of Commerce, Bureau of Census.

The Northeast Georgia RDC region encompasses thirteen counties including adjacent Elbert and Madison Counties. This region gained more than 160,000 persons over the past decade, by adding three counties to its region and through growth particularly seen in its member counties that border metropolitan Atlanta.

2.2. Population Trends, Hartwell and Adjacent Areas.

Table 2-2 provides historic population figures for Hartwell and Hart County, as well as the Town of Bowersville. Between 1930 and 1970, Hart County's population remained relatively constant, at around 15,500 persons. The growth rate in Hart County was quite significant from 1970 to 1980, at 17.5 percent. Population growth slowed in the 1980s to 6 percent, as indicated in Table 2-3, and then picked back up from 1990 to 2000 growing by 16.7 percent to 22,997. Hartwell's population grew relatively slowly but steadily from 1930 to 1950, then had a remarkable growth rate from 1950 to 1960 (55.2%). Hartwell's population continued to increase during the 1960's but then stabilized in the 1970's, when a loss of ten persons occurred according to the U.S. Census figures. During the 1980's, Census figures reveal a loss of exactly 300 persons, or a rate of population change of -6.2 percent. Another loss was experienced in the following decade of 367 persons to give the city a 2000 population of 4,188.

**TABLE 2-2
TOTAL POPULATION, 1930 - 2000
HART COUNTY, HARTWELL and BOWERSVILLE**

YEAR	HART COUNTY	HARTWELL	BOWERSVILLE
1930	15,174	2,048	271
1940	15,512	2,372	284
1950	14,495	2,964	303
1960	15,229	4,599	293
1970	15,814	4,865	301
1980	18,585	4,855	318
1990	19,712	4,555	311
2000	22,997	4,188	334

SOURCE: U.S. Bureau of Census

All Georgia counties surrounding Hart County witnessed population growth during the 1980s and 1990s. The rate of growth, however, varied significantly depending on location. Madison County, part of the Athens MSA, had a growth rate consistent with the State of Georgia. Madison County's growth between 1980 and 1990 was also quite comparable to the Athens MSA growth, by which it is heavily influenced. Franklin County's population growth rate between 1990 and 2000 was 21.8 percent, due in large measure to access to Interstate 85 and significant residential development along Lake Hartwell. Hart County's 1990-2000 growth rate was less than Franklin County (16.7%), perhaps because it witnessed residential growth around Lake Hartwell but is not quite as accessible via Interstate 85. Elbert County, without Interstate access but with substantial lake shoreline on Lake Russell, had only a more modest growth rate in the 1990s (8.2 percent). Northeast Georgia Regional Development Center planners indicate Lake Russell has severe development limitations imposed on its shoreline by the U.S. Army Corps of Engineers. This point may further account for differences in population growth rates between Hart and Elbert Counties.

**TABLE 2-3
POPULATION TRENDS, 1980 - 2000
SELECTED AREAS**

AREA	1980	1990	1980 - 1990 % CHANGE	2000	1990 - 2000 % CHANGE
Bowersville	318	311	-2.2	334	7.4
Canon	704	737	4.7	755	2.4
Elberton	4,686	5,682	-0.1	4,743	-16.5
Elbert County	18,758	18,949	1.0	20,511	8.2
Franklin County	15,185	16,650	9.6	20,285	21.8
Hart County	18,585	19,712	6.1	22,997	16.7
Hartwell	4,855	4,555	-6.2	4,188	-8.1
Madison County	17,747	21,050	18.6	25,730	22.2
Georgia	5,463,000	6,478,000	18.6	8,186,453	26.4
Royston	2,404	2,758	12.8	2,493	-9.6
South Carolina	3,122,000	3,487,000	11.7	4,012,012	15.1

NOTES: The City of Canon is located in Hart and Franklin Counties. The City of Royston is located in Hart, Franklin and Madison Counties.

SOURCE: U.S. Bureau of Census.

2.3. Assessment of Growth Trends Surrounding Hartwell.

Based on the past analysis of population trends, some generalizations can be made. Population change in Hartwell and Hart County does not appear to have been influenced significantly by population growth in surrounding regions. The location of the county is too distant at the present time to receive exurban growth from the Athens MSA, even though Hart County borders on its boundary. Hartwell is actually within commuting distance to Athens, however, and near the end of the planning horizon (the year 2025), it is not inconceivable that the city and county population trends could be influenced by metropolitan Athens growth, especially as it extends into neighboring Madison County.

Hart County and Hartwell are much more likely to be influenced by population growth in Anderson County, South Carolina. The fact that Anderson is in another state, and that you must cross Lake Hartwell to reach Anderson, are potential psychological barriers to the growth of this MSA influencing Hartwell and Hart County. However, if Hart County and Hartwell are to be influenced at all by any regional population patterns, it is likely to be by Anderson, South Carolina and the MSA growth influences in Greenville-Spartanburg.

A positive growth influence is Interstate 85, as evidenced by population increases in counties where it is located, while Elbert County (without interstate access) has not witnessed significant population growth. Interstate 85 has some marginal growth influence on Hart County, and to a lesser extent, Hartwell. However, due to I-85's location in the extreme northern portion of Hart County, it has not provided the accessibility (and subsequent growth influence) that it has in counties bisected by the highway (Banks, Franklin and Jackson Counties, for instance).

Another positive growth influence is the amenity of having miles of Lake Hartwell shoreline in Hart County. The lake has influenced population growth in adjacent Franklin County, and to a lesser extent Hart County, due to its desirable location for permanent residential and second home developments. Although Hartwell does not have property directly fronting on the lake, it could result in some positive growth influence, particularly if the city annexed to its shoreline.

2.4. Analysis of Components and Factors of Population Change.

There are essentially two major components of population change: natural increase (the number of births

minus the number of deaths), and net in-migration (the number of persons migrating into the area minus the number of persons moving out of the community). Municipalities have a third possible component of population change - the annexation of additional property and population into the city.

Table 2-4 provides vital statistics for recent years for the Hart County. For the years 1990 through 2000, the county population has greatly through migration. More than ninety percent of the growth seen in the county over the past decade has come through people moving into the county. It logically follows, then, that natural decrease and net out-migration for Hartwell in the 1990s resulted in a loss of 367 persons.

**TABLE 2-4
VITAL STATISTICS, 1990 - 2000
HART COUNTY**

1990	2000	NATURAL INCREASE	NET MIGRATION	PERCENT NET MIGRATION
19,712	22,297	254	3,031	92.3

SOURCE: U.S. Bureau of Census.

Prior to presenting the population projections, it is necessary to analyze the age and racial characteristics of Hartwell's population.

2.5. Age Distribution of the Population.

Table 2-5 provides the distribution of Hartwell's population by age from 1970 to 2000. This table reveals the natural and migration decrease for Hartwell's total population. All eight age groups under the age of forty saw a decrease over the past decade, some more significantly than others. The majority this decrease is due to younger families and individuals leaving the city and moving into the county into housing or out of the county for employment. In addition to the younger age groups, the three age groups between age 60 and 74 decreased. This is where some natural decrease has occurred in the city population. The only age group that increased significantly from 1990 to 2000 was the 75+ age group from 541 to 613 persons.

**TABLE 2-5
POPULATION BY AGE CATEGORY
1970 - 2000
CITY OF HARTWELL**

AGE CATEGORY	1970	1980	1990	2000
0 - 4	434	307	277	273
5 - 9	463	389	312	244
10 - 14	490	413	293	242
15 - 19	414	398	325	240
20 - 24	349	326	263	233
25 - 29	285	293	307	266
30 - 34	267	310	300	228
35 - 39	289	246	262	241
40 - 44	262	202	257	273
45 - 49	307	232	237	234
50 - 54	271	272	202	236
55 - 59	282	288	221	232
60 - 64	206	281	238	217
65 - 69	184	282	284	215
70 - 74	149	201	236	201
75+	213	415	541	613
TOTAL	4,865	4,855	4,555	4,188

Source: U.S. Department of Commerce.

At least three findings regarding the age of Hartwell's population are worthy of note here. First, it appears that the number of very young persons, teenagers, and young working age persons has consistently declined from 1970 to 2000. This has important implications in that the younger labor force segment of the population in the city is declining, and insofar as public service demand for the younger population from the city may be in decline (day care centers, schools, youth recreation programs, and so forth).

Second, the middle age segments (30-49) have decreased as well, with the exception being the 40-44 age group. Third, there has been a substantial decrease in the number of retirement-age persons (60-74) in Hartwell from 1990 to 2000. Only the age 75+ category increased over the past decade. Although this is consistent with the general trend toward an increasing elderly population nationwide, some of this marked increase is due to the location of nursing homes within Hartwell. An increasing elderly population has broad and important implications, as the passage below indicates:

Changes in the age structure have far-reaching social and economic effects, because older people frequently are no longer active in the labor force and generally have different needs than the rest of the population...The need for additional senior citizen services, such as home health care, recreational centers, specialized housing (such as opportunities for independent living), and transportation will have to be met...Business patterns will also change because of an increase in the older population. As the population matures, businesses traditionally catering to young consumers (such as the fast food industry) will have to change their strategies and marketing to meet the demands of older consumers. New opportunities will arise for those catering to the needs and tastes of an older population because of the different spending habits and buying power of the elderly...In addition, older voters are more likely to be concerned with economic or "pocket book" issues since they are usually living on fixed incomes and may vote accordingly. (Hortense Bates, Allen Moore and Douglas Bachtel. 1986. "Georgia's Changing Age Structure." In *Issues Facing Georgia*, Volume 2, Number 5, January 1986. University of Georgia Cooperative Extension Service).

2.6. Racial Composition of the Population.

Table 2-16 provides racial statistics for the population of Hartwell for 1970, 1980, 1990 and 2000. The White population has gradually decreased, while the Black population has increased over the two decades. The Black population comprised about one-quarter (25.7%) of the total population in 1970 and increased to more than one-third (34.9%) of the 2000 city population, even though it actually decreased over the last decade. Increases in the number of persons of other race, including asian, and of hispanic origin, have increased from 1990 to 2000. Persons of hispanic origin increased nearly threefold. Hartwell is like many communities in Northeast Georgia which are seeing a significantly rapid increase in the Latino population, many of which are unaccounted for in official population figures. The uncounted is population is reported to be five to ten times the reported data. Continued decreases in White persons coupled with continued increases in the Asian and Latino population could result in a more racially equal city population in the next two decades. There are reasons to indicate this general trend will continue in the future.

Persons of Hispanic origin are one of the fastest growing population segments in the United States, and it is likely that this population segment (hispanic origin can be of any race) could rise sharply during the planning horizon. If the number of spanish-speaking persons should rise dramatically, the impact on city service provision could be marked, such as the need for spanish-speaking police officers and city administrative personnel.

**TABLE 2-6
POPULATION BY RACE
1970 - 2000
CITY OF HARTWELL**

YEAR	WHITE	%	BLACK	%	OTHER	%	HISPANIC ORIGIN
1970	3,611	74.2	1,252	25.7	3	0.1	N/A
1980	3,507	72.3	1,331	27.4	13	0.3	53
1990	2,985	65.5	1,552	34.1	18	0.4	15
2000	2,656	63.4	1,460	34.9	72	1.7	42

NOTE:Hispanic origin can be of any race.

SOURCE: U.S. Department of Commerce, Bureau of Census.

2.7. Population Projections.

The data in Table 2-7 include scenarios of population projection that could take place in Hartwell over the next twenty years.

Scenario "A" indicates Hartwell's population trends will mirror trends in the 1980's and 1990s. This linear extrapolation of 1990s trends is considered unlikely to reflect the future.

Scenario "B", the "constant share" method, indicates how Hartwell's population would increase if it maintained a constant share of Hart County's projected population (18.2% of the total county population). On its face, scenario "B" appears unlikely given the current trends of new residential areas being located in unincorporated Hart County adjacent to Lake Hartwell.

Scenario "C" includes population projection numbers that Georgia Mountain RDC provides to Georgia EPD as population forecast for water withdrawal and waste water discharge purposes. This includes an annual growth rate of one percent which eventually decreases to about one-half of one percent towards the end of the projected period.

Scenario "D" incorporates the projected population from Scenario C, but also includes a an estimated Latino population that is not officially counted in most population estimates.

**TABLE 2-7
FUTURE POPULATION SCENARIOS
2005-2025
CITY OF HARTWELL**

SCENARIO	DESCRIPTION	TOTAL POPULATION				
		2005	2010	2015	2020	2025
A	Population will follow trends in the 1980s (a 6.2% decrease over the decade between 1980 and 1990) ("linear extrapolation")	4,021	3,860	3,706	3,558	3,414
B	Hartwell will maintain its existing percentage share of Hart County's total population (18.2%) ("constant share")	4,460	4,752	5,091	5,458	5,855
C	Georgia Mountains RDC projections as provided for water withdrawal and wastewater discharge purposes. One percent annual growth rate decreasing to about one-half a percent annual growth over the planning horizon.	4,401	4,626	4,742	4,886	5,061
D	Scenario C as well as incorporating the total Latino population (reported and unaccounted).	4,611	4,973	5,146	5,473	5,730

Source: GMRDC, 2005.

Finally, annexation could increase the city’s total population in future years. It is difficult to forecast population based on this type of action. However, if the city aggressively expands its services based on annexation, then population numbers for the city could drastically change.

It is impossible to predict which scenario or combination of scenarios will actually occur. Such events as improve housing conditions, expanded nursing home facilities, increase in the Latino population and implementation of city policies relative to annexation, Hartwell’s population is likely to increase steadily over the planning horizon.

**TABLE 2-8
TOTAL POPULATION AND PROJECTIONS
HART COUNTY, HARTWELL AND BOWERSVILLE
1990- 2025**

YEAR	HART COUNTY	HARTWELL	BOWERSVILLE
1990	19,712	4,555	311
2000	22,997	4,188	334
2001	20,339	4,229	338
2002	20,458	4,272	342
2003	20,645	4,314	346
2004	20,825	4,358	349
2005	24,504	4,401	353
2006	24,810	4,445	357
2007	25,131	4,490	361
2007	25,447	4,534	365
2009	25,768	4,580	369
2010	26,112	4,626	372
2015	27,978	4,742	394
2020	29,991	4,886	418
2025	32,175	5,061	445

SOURCE: Georgia Mountains Regional Development Center, 2005.

2.8. Alternatives For Increasing Hartwell's Population.

If city officials are concerned about population decline and want to take action to prevent continued losses, there are essentially two general options: increase the population within the existing city limits, by encouraging new residential growth; and increase the population by annexing residential areas currently outside the city limits, through an aggressive annexation policy which identifies positive benefits for residents becoming citizens of Hartwell.

Both of these alternatives for reversing population loss are feasible, but there are no guarantees they will result in the goal of population increase. The city can encourage annexation, and even initiate an annexation of "urban areas, but property owners and residents ultimately make the decision. An aggressive annexation policy could therefore conceivably fail, if large-scale reluctance to annex occurs. In a similar manner, Hartwell could encourage new residential development through pro-development policies, relaxation of development codes, provision of zoning and "infrastructure" supportive of higher density residential development, the development and promotion of housing programs and so forth, but one cannot ensure development and residential occupancy will occur if such measures are taken.

2.9. Statement of Overall Growth Policies for Hartwell.

Based on review of the population trends, evaluation of alternatives, and discussion by the Growth Strategy Advisory Committee, and Mayor and Council, the following growth policy and supporting objectives are adopted:

The population loss within the City of Hartwell between 1980 and 2000 is undesirable, and continued population loss would also be undesirable. In spite of all the annexation that took place in Hartwell over the past decade, the U.S. Census data may be questionable. However, the City of Hartwell seeks to reverse population decline and to achieve managed population growth of between 5% and 10% per decade, or at least a proportionate share of Hart County's growth.

A policy strongly related to the overall growth policy is the coordination of the service delivery areas within Hart County around the City of Hartwell.

2.10. Households.

Table 2-9 provides figures regarding the characteristics of households from 1970 to 2000. The total household population decreased by approximately 300 persons from 1980 to 1990 and by almost 400 persons from 1990 to 2000. However, the number of households remained about the same over this period of time. The number of households can stay steady or increase even though total household population decreases.

This steady number in households, despite a decrease in household population, is due to the creation of smaller households. Divorces and young adults moving away from home are two reasons for increases in households. In short, households are generally getting smaller nationwide, and the number of persons per household has decreased in Hartwell consistent with this trend. Hartwell has also witnessed an increase in its group quarters population, or persons residing in correctional institutions, dormitories, nursing and personal care homes, and so forth. The group quarters population comprised 6.8% of the total population in Hartwell in 2000 in increase of 1.5% over the past decade. Most of these persons resided in nursing homes.

**TABLE 2-9
HOUSEHOLD CHARACTERISTICS
1970 - 2000
CITY OF HARTWELL**

CHARACTERISTIC	1970	1980	1990	2000
Total Household Pop.	4,852	4,645	4,307	3,904
In Group Quarters	13	210	248	284
Total Households	1,607	1,704	1,767	1,760
Persons per Household	3.02	2.73	2.44	2.22

SOURCE: U.S. Department of Commerce, Bureau of Census.

Table 2-10 provides additional insight to the decreasing size of households in Hartwell over time. The number of one-person households increased by almost 100 in Hartwell from 1990 to 2000. Single-person households made up more than one-third of Hartwell's households in 2000. Two-persons households, composing nearly of another one-third of all Hartwell households in 2000, decreased slightly. Larger households in Hartwell (three or more persons) have declined both in actual number and expressed as a percentage of total households.

**TABLE 2-15
HOUSEHOLDS BY NUMBER OF
PERSONS IN HOUSEHOLD
1980 - 2000
CITY OF HARTWELL**

HOUSEHOLD	1980	%	1990	%	2000	%
1 Person	452	26.5	552	31.2	646	36.7
2 Persons	510	29.9	568	32.1	556	31.6
3 Persons	276	16.2	267	15.1	259	14.7
4 Persons	243	14.3	208	11.8	191	10.9
5 Persons	116	6.8	94	5.3	63	3.5
6 or More Persons	107	6.3	78	4.5	45	2.5
"Family" Households	1,246	73.1	1,187	67.2	1,073	61.0
"Non-Family" Households	458	26.9	580	32.8	687	39.0
TOTAL	1,704	100	1,767	100	1,760	100

SOURCE: U.S. Department of Commerce, Bureau of Census. Census of Population and Housing, 1980 and 1990.

The significant increase in the number of non-family (unrelated) households from 1990 to 2000 also indicates the substantial changes in the composition of households in Hartwell. Non-family households increased from 32.8% of total households in 1990 to 39.0% in 2000. These trends will probably continue throughout the planning horizon.

There are some important implications to these figures regarding the declining size of households, especially relative to future housing demand. The additional households being created are mostly one and two person households, which translates into a housing demand for smaller units and probably a larger demand for rental units or smaller, higher density and affordable owner occupied housing. This implication is discussed further in Chapter Three.

Projections of the number of households are provided in Table 2-11.

**TABLE 2-11
HOUSEHOLD PROJECTIONS
2005 - 2025
CITY OF HARTWELL**

PROJECTION	2005	2010	2015	2020	2025
Total Household Pop.	4,087	4,266	4,334	4,437	4,576
In Group Quarters	314	360	408	449	485
Persons per Household	2.20	2.16	2.12	2.10	2.08
Total Households	1,858	1,975	2,044	2,113	2,200

SOURCE: Georgia Mountains Regional Development Center. 2005.

These figures are based on the population projections in Table 2-8, and are based further on an anticipated decrease in average household size. These household projections are intentionally high so that Hartwell can plan for significant increases in housing demand.

2.11. Educational Attainment of the Population.

Minimum planning standards require a comparison of educational attainment of the community's residents with those of surrounding counties and the State of Georgia. Table 2-12 provides 1990 educational attainment figures for Georgia, Hart County and surrounding counties. Comparable figures for Hartwell and other municipalities wholly or partly located in Hart County are provided in Table 2-13. In general, Georgia's residents as a whole are better educated than those of Hartwell, Hart County, and counties surrounding Hart County. Some of this is due to the rural characteristics of the region, the lack of higher educational facilities within Hart County, and the large numbers of metropolitan persons skewing this statewide statistic. Tables 2-14 and 2-15 provides updated educational attainment data for the year 2000 for the county and for Hartwell.

**TABLE 2-12
1990 EDUCATIONAL ATTAINMENT
PERSONS 25 YEARS AND OVER
GEORGIA, HART COUNTY AND SURROUNDING COUNTIES
(Numbers in Percentages)**

YEARS COMPLETED	GEORGIA	FRANKLIN COUNTY	HART COUNTY	MADISON COUNTY	ELBERT COUNTY
Elementary School (0-8)	12	20	17	18	18
High School (9-12)	17	26	27	22	28
High School Graduate	30	29	33	37	34
College (1-3)	22	16	15	13	12
College (4+)	19	9	9	10	8
Percent High School Graduate or Higher	71	54	57	60	54

SOURCE: U.S. Department of Commerce, Bureau of Census. 1990 Census of Population and Housing. Summary Tape File 3A.

**TABLE 2-13
1990 EDUCATIONAL ATTAINMENT
PERSONS 25 YEARS AND OVER
GEORGIA AND MUNICIPALITIES IN HART COUNTY
(Numbers are Percentages)**

YEARS COMPLETED	GEORGIA	BOWERSVILLE	CANON	HARTWELL	ROYSTON
Elementary School (0-8)	12	19	33	23	30
High School (9-12)	17	19	25	24	26
High School Graduate	30	37	25	26	21
College (1-3)	22	17	12	16	14
College (4+)	19	8	5	11	9
Percent High School Graduate or Higher	71	62	42	53	44

NOTE: Canon is partially located in Franklin County. Royston is partially located in Franklin and Madison Counties.

SOURCE: U.S. Department of Commerce, Bureau of Census. 1990 Census of Population and Housing. Summary Tape File 3A.

**TABLE 2-14
2000 EDUCATIONAL ATTAINMENT
PERSONS 25 YEARS AND OVER
GEORGIA, HART COUNTY AND SURROUNDING COUNTIES
(Numbers in Percentages)**

YEARS COMPLETED	GEORGIA	FRANKLIN COUNTY	HART COUNTY	MADISON COUNTY	ELBERT COUNTY
Elementary School (0-8)	7.6	11.1	9.5	8.5	11.0
High School (9-12)	13.8	21.9	19.5	20.7	21.7
High School Graduate	28.7	37.5	36.9	40.8	39.2
College (1-3)	25.6	19.2	20.7	19.0	18.2
College (4+)	24.3	10.3	13.5	10.9	9.8
Percent High School Graduate or Higher	78.6	67.0	71.1	70.7	67.2

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

**TABLE 2-15
2000 EDUCATIONAL ATTAINMENT
PERSONS 25 YEARS AND OVER
GEORGIA AND MUNICIPALITIES IN HART COUNTY
(Numbers are Percentages)**

YEARS COMPLETED	GEORGIA	BOWERSVILLE	CANON	HARTWELL	ROYSTON
Elementary School (0-8)	7.6	7.9	20.7	14.5	19.1
High School (9-12)	13.8	18.9	28.5	24.9	26.6
High School Graduate	28.7	45.8	31.9	27.9	28.6
College (1-3)	25.6	20.3	12.3	19.6	15.5
College (4+)	24.3	7.0	6.7	13.1	10.2
Percent High School Graduate or Higher	78.6	73.1	50.9	60.6	54.3

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

Somewhat surprisingly, Hartwell’s population in 2000 had a lower percentage of persons with a high school education or higher (61%) than did Hart County (71%). Municipal populations are usually better educated than the outlying rural populations, at least for most counties in the Georgia Mountains Region. However, as the retirement population has located to Hart County over the past ten years, they are persons with higher levels of education. Adjacent county and city populations have percentages completing high school which are both lower and higher than the population of Hartwell in 2000. However, Hartwell’s percentages compare favorably with the Cities of Canon and Royston, both of which are located predominantly within Franklin County, but is lower than the level found in Bowersville.

State standards also require an inventory and assessment of dropout rates, standardized achievement test scores, and high school graduates attending post-secondary education facilities. Since Hartwell does not operate a city school system, the applicable data for Hart County students are provided in Tables 2-16 and 2-17.

As indicated in Table 2-16, enrollment in recent years in Hart County’s public schools has been slowly increasing, is inconsistent with earlier findings that the younger age population in Hartwell is decreasing. This tells us that student growth is occurring in the county. The high school dropout rate also decreased significantly from 1999 to 2003, from a 9.3% high to a 5.4% low. The average dropout rate for the State of Georgia in 2002-03 was 5.5%.

**TABLE 2-19
PUBLIC AND PRIVATE SCHOOL
ENROLLMENT AND DROPOUTS
1998 - 2003
HART COUNTY**

SCHOOL YEAR	PUBLIC SCHOOL ENROLLMENT	PRIVATE SCHOOL ENROLLMENT	HIGH SCHOOL DROPOUTS (Previous Yr.)	DROPOUT RATE
1998 - 1999	3,432	0	79	7.8
1999 - 2000	3,431	0	94	9.3
2000 - 2001	3,422	0	N/A	N/A
2001 - 2002	3,474	0	56	5.4
2002 - 2003	3,564	17	67	6.3

SOURCE: State of Georgia Department of Education.

**TABLE 2-17
HIGH SCHOOL GRADUATION TEST
PERCENT 11TH GRADE PASSING ON FIRST ATTEMPT
HART COUNTY**

YEAR	LANGUAGE ARTS	MATH	SCIENCE	SOCIAL STUDIES	WRITING	ALL SCORES
1999-2000	96	93	72	84	90	68
2000-2001	N/A	N/A	N/A	N/A	N/A	N/A
2001-2002	98	92	62	77	82	60
2002-2003	97	92	61	76	88	70

SOURCE: State of Georgia Department of Education. *The Georgia County Guide.*

**TABLE 2-18
HIGH SCHOOL GRADUATION TEST
PERCENT 11TH GRADE PASSING ON FIRST ATTEMPT
STATE OF GEORGIA**

YEAR	LANGUAGE ARTS	MATH	SCIENCE	SOCIAL STUDIES	WRITING	ALL SCORES
1999-2000	95	92	73	85	91	71
2000-2001	N/A	N/A	N/A	N/A	N/A	N/A
2001-2002	95	91	72	82	87	69
2002-2003	95	92	69	81	88	70

SOURCE: State of Georgia Department of Education. *The Georgia County Guide.*

Another measure of educational accomplishments are test scores for student in school. Tables 2-17 and 2-18 compare Hart County 11th graders scores on the High School graduation Test required in the State of Georgia. Hart County’s students fared competitively with the State on all components of the test. Students in the local school consistently scored higher in language arts and math than the rest of the state. However, the only subjects that students were consistently lower than the state was science and social studies.

The number of high school graduates in Hart County, during the three years for which data were available, remained steady, as indicated in Table 2-19. The number of graduates continuing on to college ranged in percentages from 20 percent to 24 percent of all graduates. A small percentage of graduates do continue on to vocational school. The majority of students, however, appear to prefer full-time employment, or at least they did so in the 1999 to 2003 school years.

**TABLE 2-19
FOLLOW-UP OF HIGH SCHOOL GRADUATES
ENTERING POST SECONDARY PUBLIC SCHOOLS
HART COUNTY**

	1999-2000	2000-2001	2001-2002	2002-2003
Number of Students	33	N/A	35	51
% of Graduating Class	21.2	N/A	20.6	23.5
Number Entering Tech. Adult Education	38	NA/	39	45

SOURCE: State of Georgia Department of Education. *The Georgia County Guide*.

In summary, the data reveal Hart County’s educational attainment is comparable with surrounding counties but slightly lower than the state average. Hartwell’s educational attainment in 2000 was slightly lower than Hart County’s. Educational services and the need for education for employment opportunities is addressed in subsequent chapters of the plan.

2.12. Income of the Population.

With the exception of the decennial census, most sources of income data only report for counties. Table 2-20 provides yearly per capita income figures for Hart County in comparison with the State of Georgia. Hart County's per capita income in 1980 was only 80.5% of the State's per capita income. Over the years, though local income per capita has increased, Hart County has consistently seen a decrease in its income in relation to Georgia. By the year 2003 the local income was only 74.7% of the State's per capita income. This is a sign in that Hart County residents are slowly seeing an income differential that has placed them in more difficult economic conditions than the rest of the State.

**TABLE 2-20
PER CAPITA INCOME
1980 - 2003
HART COUNTY AND GEORGIA
(All Figures in Dollars)**

YEAR	HART COUNTY	GEORGIA	HART CO. % OF GEORGIA TOTAL
1980	6,473	8,041	80.5
1990	14,310	17,722	80.7
1991	14,662	18,201	80.6
1992	15,093	19,170	78.7
1993	15,330	19,886	77.1
1994	15,977	20,841	76.6
1995	16,467	21,806	75.5
1996	17,078	23,055	74.1
1997	18,038	23,911	75.4
1998	19,151	25,447	75.3
1999	20,069	26,499	75.7
2000	21,115	27,794	76.0
2003	21,663	29,000	74.7

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis.

Some of this decrease is due to the aging population of county from retirees moving in and having limited incomes.

According to Census data, Hartwell's per capita income was higher than Hart County's in 1980, but then dropped significantly below Hart County's in 1990, and continued to fall behind in 2000, as indicated in Table 2-21. Hartwell's 1990 per capita income was only 69.5% of Georgia's 1990 per capita income and the city's 2000 income figure was only 69.7% of the state level. It thus appears that, while the Hart County income differential is widening, the gap between Hartwell residents and those of Georgia as a whole have remained about the same.

**TABLE 2-21
COMPARISON OF PER CAPITA INCOME
1980 - 2000
(All Figures in Dollars)**

AREA	1980	1990	2000
Bowersville	4,371*	10,000**	13,645
Hartwell	5,701	9,475	14,745
Hart County	5,661	11,187	16,714
Georgia	6,402	13,631	21,154

** Estimated

SOURCE: U.S. Census of Population and Housing. 1980, 1990 and 2000.

Tables 2-22 and 2-23 indicates the income of Hartwell's households by income group classifications, as well as median income figures. This data reveals that incomes have changed very little in Hartwell over the past ten years. They have risen only very slightly from 1990 to 2000. The percentage of households in 1990 that had an income of less than \$10,000 was 31%. The percentage for the same income in the year 2000 was 21.8%. The percentage of households that had an income of \$10,000 to 24,999 decreased from 31.1% in 1990 to only 25.9% in 2000. Households that had an income of \$25,000 to \$49,999 increase from 29.2% to only 32.8%. The only significant change in income classification was in the \$50,000 to \$74,999 income range which increase significantly in number and percentage from 98 (5.5%) in 1990 to 215 (12.3%) in 2000. The overall median household income in Hartwell increased by 49.7% from \$17,643 in 1990 to \$26,411 in 2000.

**TABLE 2-22
1990 HOUSEHOLD INCOME
CITY OF HARTWELL**

INCOME CLASSIFICATION	HOUSEHOLDS	%
Less than \$5,000	238	13.4
\$ 5,000 - 9,999	312	17.6
\$ 10,000 - 14,999	205	11.6
\$ 15,000 - 24,999	346	19.5
\$ 25,000 - 34,999	322	18.2
\$ 35,000 - 49,999	195	11.0
\$ 50,000 - 74,999	98	5.5
\$ 75,000 - 99,999	42	2.4
\$100,000 - 149,999	8	0.5
\$150,000 or more	6	0.3
TOTAL NUMBER	1,772	100
MEDIAN (\$)	\$17,643	---

SOURCE: U.S. Department of Commerce, Bureau of Census, 1990.

**TABLE 2-23
2000 HOUSEHOLD INCOME
CITY OF HARTWELL**

INCOME CLASSIFICATION (\$)	HOUSEHOLDS	%
Less than 10,000	380	21.8
10,000-24,999	452	25.9
25,000-49,999	571	32.8
50,000-74,999	215	12.3
75,000-99,999	78	4.5
100,000-149,999	40	2.3
150,000-199,999	---	---
200,000 or more	7	0.4
Median (\$)	26,411	--
Total	1,743	100

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

The median family income in Hartwell, as presented in Tables 2-24 through 2-26, is significantly higher than the median household income. This figure is attributed to two factors. The first is that the average size of families is higher than the average size of households and secondly, is that families tend to have higher levels of education that translates into higher incomes.

In 2000, both Hartwell's median household and median family income were lower than income levels found in Bowersville, Hart County and the State of Georgia.

TABLE 2-24
2000 FAMILY INCOME
CITY OF HARTWELL

INCOME CLASSIFICATION (\$)	FAMILIES	%
Less than 10,000	105	10.8
10,000-24,999	239	24.5
25,000-49,999	363	37.2
50,000-74,999	188	19.3
75,000-99,999	33	3.4
100,000-149,999	40	4.1
150,000-199,999	---	---
200,000 or more	7	0.7
Median (\$)	34,560	---
Total families	975	100

Source: U.S. Bureau of Census.

TABLE 2-25
1990 INCOME CHARACTERISTICS
HART COUNTY, HARTWELL, BOWERSVILLE, AND GEORGIA

CHARACTERISTIC	HART CO	HARTWELL	BOWERSVILLE	GEORGIA
Median Household	24,333	27,561	21,667	29,021
Median Family	27,768	23,906	29,250	33,529

Source: The U.S. Bureau of Census.

TABLE 2-26
2000 INCOME CHARACTERISTICS
HART COUNTY, HARTWELL, BOWERSVILLE, AND GEORGIA

CHARACTERISTIC	HART CO	HARTWELL	BOWERSVILLE	GEORGIA
Median Household	32,833	26,411	30,625	42,433
Median Family	39,600	34,560	36,440	49,280

Source: The U.S. Bureau of Census.

**TABLE 2-27
 2000 POVERTY CHARACTERISTICS
 HART COUNTY, HARTWELL AND BOWERSVILLE**

POVERTY CHARACTERISTIC	HART CO	HARTWELL	BOWERSVILLE
Total Persons	3,329	892	56
Below Poverty Level			
% Total Persons	14.8	23.7	17.6
Below Poverty Level			
Total Persons 65 Years and Over	603	245	12
Below Poverty Level			
Related Children Under 18 Years	1,017	215	11
Below Poverty Level			
% Related Children Under 18 Years	19.1	24.1	14.7
Below Poverty Level			
Total Families	809	157	16
Below Poverty Level			
Families Below Poverty Level with Female Householder (No Husband Present)	363	107	9

Source: U.S. Bureau of Census.

At the 2000 Census, nearly 24% of the city’s population lived below the poverty level. This fact, as presented in Table 2-27, supports the data found in previous tables showing the low per capita and median household incomes found in Hartwell. Of the persons living below the poverty level, 245 or 27.5% of them are person who are age 65 or older. On the other side, 215 or 24.1% of those living under the poverty line are children under the age of 18.

Some of this can be attributed to the lower levels of education attained by persons in Hartwell as well as the aging population and smaller size households.

**TABLE 2-28
HOUSEHOLDS BY TYPE OF INCOME, 2000
CITY OF HARTWELL**

INCOME TYPE	# OF HOUSEHOLDS	% OF TOTAL HOUSEHOLDS	MEAN INCOME (\$)
Wage and Salary Earnings	1,094	79.7	33,119
Self-Employment	116	8.5	N/A
Social Security	687	39.4	9,512
Public Assistance	89	5.1	3,529
Retirement	338	19.4	21,009

Source: U.S. Bureau of Census.

An analysis of household income by type in Hartwell reveals that 79.7% of the households derive their income from wage and salary earnings. This groups has a mean income of \$33,119. Also of significance is that there are 687 households (39.4%) receive social security income and that almost 20% of households have retirement income. It is important to note that almost 45% of the households in Hartwell receive some type of transfer payment.

CHAPTER THREE

HOUSING ELEMENT

The housing element provides Hartwell's city officials with an inventory of the existing housing stock; an assessment of its adequacy and suitability for serving current and future population and economic development needs; a determination of future housing needs; and an implementation strategy for the adequate provision of housing for all sectors of the population.

3.1. Types of Housing Units.

Table 3-1 indicates the number of housing units in Hartwell, as well as Bowersville and Hart County, in 1980, 1990 and 2000. Hartwell's total housing stock increased by 120 units in the 1980s and by 32 units in the 1990s. It is significant to note that the number of housing units has increased, but the number of household has decreased (as indicated in the population element).

TABLE 3-1
HOUSING TRENDS, 1980 - 2000
BOWERSVILLE, HARTWELL AND HART COUNTY
(In Number of Housing Units)

AREA	1980	1990	1980-1990 % CHANGE	2000	1990-2000 % CHANGE
Bowersville	134	135	0.7	159	17.7
Hartwell	1,798	1,918	6.7	1,950	1.7
Hart County	7,527	8,942	18.8	11,111	24.3

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

It is also important to note that the rate of housing growth in Hartwell over the past ten years is significantly less than in Hart County and Bowersville.

The types of housing units in Hartwell are indicated in Table 3-2. More than three-quarters of the total housing units in Hartwell in 1980 and 1990 were single family, detached units. This percentage decrease by 200 to about 72.1%,

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mainly because there were 114 less single family structures reported in 2000 than in 1990. Although, the number of single family detached units increased by 27 units from 1980 to 1990, the number of occupied detached units decreased by 61 units. By the year 2000, total detached units began to decrease, in addition to the continuing decrease in the number of occupied single family housing units. This basically means that Hartwell is losing single family housing units either through neglect, demolition, or the conversion of residential property to other types of land uses such as commercial or institutional.

One family attached units, or townhouses, decreased from 36 units in 1990 to 27 units in 2000. Duplex and multiple family residential units have increased over the decade, from 266 units in 1990 to 325 units in 2000. The number of housing units classified as "mobile home/trailer/other" doubled during the 1990s from 96 to 192. However, mobile homes comprised only about ten percent of the total housing stock in the city in 2000. Just under one half of these units were owner-occupied (46%) the remainder were used for rental purposes. This increase in the use of manufactured housing in Hartwell may be attributed to two things the age of the housing stock as well as the low incomes of households as indicated in the population element.

Hartwell does not have a substantially diversified mixture of housing units types. Single family detached dwellings comprised about three-fourths of the total housing stock in 2000, while multiple-family units comprised less than 17 percent of the total housing stock. The high occupancy figures for the "2 units or more" category in Table 3-2 (323 of 325 units occupied) indicate that rental housing appears to be in demand. Furthermore, the figures in Table 3-2 provide further indicators of rental demand. For instance, 32 new housing units were added to Hartwell's housing stock during the 1990s, and renter-occupied units increased by 83 over the same time period. The vast majority of the new renter-occupied units added were manufactured housing, which increase from 34 in 1990 to 105 in 2000. Detached single-family homes for rental households decreased between 1990 and 2000, however, this type of housing could be very viable option for increased affordable housing opportunities for both owner and rental occupancy.

**TABLE 3-2
TYPES OF HOUSING UNITS
BY OCCUPANCY AND TENURE
1980 - 2000
CITY OF HARTWELL**

TYPE OF UNIT	1980			1990			2000		
	TOTAL	TOTAL OCCUPIED	TOTAL RENTER OCCUPIED	TOTAL	TOTAL OCCUPIED	TOTAL RENTER OCCUPIED	TOTAL	TOTAL OCCUPIED	TOTAL RENTER OCCUPIED
1, Detached	1,493	1,451	275	1,520	1,390	281	1,406	1,241	238
1, Attached	22	16	16	36	35	25	27	27	11
2 Units or More	229	214	176	266	256	245	325	323	314
Mobile home/ trailer/other	54	30	6	96	86	34	192	169	105
Total	1,798	1,711	473	1,918	1,767	585	1,950	1,760	668

Source: U.S. Department of Commerce, Bureau of Census. Census of Population and Housing, 1980, 1990, and 2000.

In sum, therefore, Hartwell's detached single-family housing stock decreased during the 1990s, while the number of occupied detached units decreased as well, thereby resulting in a significant increase in vacancy rates. Very soft demand, or no demand at all, for detached single-family residences can be expected in future years. On the other hand, it appears that there is a strong rental housing market in Hartwell, which is increasingly being served by multiple-family units and through the use of manufactured housing. High occupancies of rental multiple-family units indicate that Hartwell's future housing needs will be primarily multiple-family rental units. However, detached single-family units, due to an apparently saturated homeowner market, high vacancy rates and soft future homeowner demand, will continue to see a conversion to rental status.

3.2. Age of Housing Units.

Census statistics provide estimates of the age of housing units, as indicated in Table 3-3. As of 1990, the figures in Table 3-3 indicate that 200 units were constructed in the 1990s. This appears to be misleading in that the total net increase in housing units during the 1990s in Hartwell was 32 units. It is possible, though highly unlikely, that 200 units were indeed constructed in the 1990s and that the difference between total net increase and those allegedly constructed in the 1990s (180 units) were demolished, relocated out of the city, and/or converted to non-residential uses. Some of the inaccuracy might be attributed to the fact that these data are self-reported by occupant in the census, and that these are "sample" statistics (not a 100 percent count).

Nevertheless, the housing unit age statistics do reveal general trends. It appears, from the figures in Table 3-3, that about one-quarter of Hartwell's total housing stock was constructed in the 1950s, and that a majority of Hartwell's housing units were thirty or more years old in 2000. In comparison with the percentages of Georgia's housing stock as a whole (see Table 3-3), Hartwell's housing stock is considerably older. Furthermore, the addition of new housing in Hartwell has not been as significant as in Georgia as a whole. These statistics indicate that Hartwell has an aging housing stock and a higher percentage of older homes than does Georgia as a whole.

**TABLE 3-3
AGE OF HOUSING UNITS
1980 - 1990
CITY OF HARTWELL**

YEAR STRUCTURE BUILT	UNITS IN 1990	% IN 1990	1990 % GEORGIA	UNITS IN 2000	% IN 2000	2000 % GEORGIA
1990 to 2000	---	----	---	200	10.2	27.9
1980 to 1989	323	16.8	13.2	323	16.6	22.0
1970 to 1979	278	14.5	24.5	278	14.2	18.6
1960 to 1969	310	16.2	17.2	310	15.9	12.7
1950 to 1959	523	27.3	11.7	483	24.8	8.6
1940 to 1949	244	12.7	6.4	204	10.5	4.4
1939 or earlier	240	12.4	8.1	152	7.8	5.9
Total	1,918	100	100	1,950	100	100

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

Although an older housing stock, in and of itself, does not necessarily indicate a deteriorating housing stock, it does tend to reflect the possibility that a significant segment of Hartwell’s housing stock may be declining due to general trends of forestalling major housing improvements and repairs as housing units continue to age. Field reconnaissance in Hartwell’s neighborhoods reveals that the city’s older, historic homes are very well maintained. However, there are some neighborhoods in Hartwell where the housing appears to be about forty to fifty years in age and the majority of units are smaller in size and are in need of major repairs and renovations. These type of units are most likely to be converted from owner occupied to rental units. Condition of housing stock is addressed more fully in the following section.

3.3. Condition of Housing Units.

Table 3-4 provides percentages of housing units in Hartwell with selected housing characteristics in comparison with applicable percentages for the State of Georgia’s housing stock. Existing plumbing facilities, existing kitchen facilities, and the number of persons per room are all indicators of housing unit condition. Units lacking plumbing or kitchen facilities are generally considered "substandard," while units with more than 1.01 persons per room are generally considered "overcrowded."

**TABLE 3-4
COMPARISON OF SELECTED
CONDITIONS OF HOUSING UNITS
1980 - 2000
HARTWELL AND GEORGIA
(All Figures in Percentages)**

CHARACTERISTIC	HARTWELL			GEORGIA		
	1980	1990	2000	1980	1990	2000
Lacking complete plumbing facilities	3.4	0.3	1.5	1.4	1.1	0.9
No complete kitchen facilities	2.9	0.6	1.1	N/A	0.9	1.0
Occupied by more than 1.01 persons per room	6.6	3.9	2.0	2.6	3.6	4.8

Source: U.S. Department of Commerce, Bureau of Census. Census of Population and Housing. 1980, 1990 and 2000.

The figures in Table 3-4 reveal that substantial improvements have been made in Hartwell's housing stock between 1980 and 2000. Units lacking complete plumbing facilities decreased from nearly 3.4 percent of the total housing stock in 1980 to 1.5 percent in 2000. Those units lacking complete kitchen facilities increased as a percentage from 0.5 to about one percent during the same period. The percentage of overcrowded units substantially decreased from 6.6 percent of the total housing stock in 1980 to 2.0 percent in 2000.

These indicators of housing conditions in Hartwell compare similarly with corresponding figures for Georgia's housing stock as a whole, at least with regard to substandard units. Hartwell's housing stock had about the same percentages of substandard units in 2000 then did Georgia's housing stock, according to these two indicators (existence of plumbing and kitchens). However, Hartwell's housing stock in 2000 had a percentage of "overcrowded" units (2.0%) much lower than the corresponding state percentage. While these statistics may indicate some overcrowded housing conditions exist, they are not alarming.

The statistics described above provide some general indicators of housing condition. However, they do not reveal geographic areas of the city that may be witnessing declining housing conditions, nor do they provide an indication of physical deterioration/dilapidation of housing units.

3.4. Tenure and Occupancy of Housing Units.

Some trends regarding homeowner and rental characteristics of the housing units in Hartwell have already been discussed in Section 3.1. with regard to the types of housing units. Table 3-6 indicates the percentages of homeowner and occupied units in Hartwell in 1980, 1990, and 2000. The number of renter-occupied units in Hartwell increased in total number and as a percentage of total housing stock (to 35.9% in 2000), while owner-occupied units decreased in both actual number and percentage of total units. Hartwell’s housing stock in the past maintained a homeowner to renter ratio significantly higher than Georgia’s housing stock as a whole in both 1980 and 1990. The trend reversed in the most recent decade where the State’s ratio is higher than in the City. As already indicated, this appears to address the need for additional rental units in Hartwell. This shift is insuring that a variety of housing opportunities are coming available in Hartwell that are affordable to it citizens.

**TABLE 3-6
HOMEOWNER AND RENTER OCCUPANCY
CHARACTERISTICS OF HOUSING UNITS
1980 AND 1990
CITY OF HARTWELL**

CHARACTERISTIC	1980	1990	2000
Total Occupied Units	1,711	1,767	1,760
Homeowner Occupied Units	1,238	1,182	1,128
% Homeowner Units	72.4%	66.9%	64.1%
Renter Occupied Units	473	585	632
% Renter Units	27.6%	33.1%	35.9%
Hartwell Homeowner/Renter Ratio	2.62 to 1	2.02 to 1	1.78 to 1
Georgia Homeowner/Renter Ratio	1.86 to 1	1.85 to 1	2.08 to 1

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

The figures in Table 3-7 draw out this point further. Whereas Georgia's housing stock had an eight percent rental vacancy rate in 1980, increasing to a twelve percent rental vacancy in 1990 and then dropping to eight percent in 2000. Hartwell's rental housing stock exhibited a substantially lower vacancy rate in 1980, 1990 and in 2000. The homeowner vacancy rate increased from 1980 to 1990 but decreased slightly in 2000. The city homeowner rate continues to remained lower than that of Georgia's housing stock as a whole.

**TABLE 3-7
COMPARISON OF VACANCY RATES
BY TENURE
1980 AND 1990
HARTWELL AND GEORGIA**

VACANCY RATE	HARTWELL			GEORGIA		
	1980	1990	2000	1980	1990	1990
Homeowner	0.4	2.2	1.8	1.7	2.5	1.9
Rental	6.9	4.6	5.0	7.9	12.2	8.2
Total Vacancy Rate	4.8	7.9	7.7	7.0	10.3	8.4

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

Table 3-8 provides data which shed light on the vacancy characteristics of Hartwell's housing stock. More than three-fourths of Hartwell's vacant units in 2000 were classified as "other vacants." None of these "other vacant" housing units were classified by the Census Bureau as being held for seasonal, recreational or occasional use. By referencing Census Bureau definitions then, the housing units in Hartwell that were either rented or sold but not occupied, used by migrant workers, caretakers or janitors, or held for personal reasons of the owner. Although it can not be substantiated, most of these other vacant units were probably vacated and were just not placed on the rental or homeowner market. Some of these units, while counted by the census, may not be in a habitable condition. This is a puzzling yet significant number of vacant units, however, that are unoccupied, non-seasonal and not "on-the market."

**TABLE 3-8
VACANT HOUSING UNITS
BY VACANCY STATUS
1980 AND 1990
CITY OF HARTWELL**

VACANCY STATUS	1980	% TOTAL VACANT	1990	% TOTAL VACANT	2000	% TOTAL VACANT
Vacant for Rent	35	40.2	28	18.5	32	18.3
Vacant for Sale Only	5	5.7	22	14.6	8	4.6
All other Vacants	47	54.4	101	66.9	135	77.1
Total Units Vacant	87	100.0	151	100.0	175	100.0

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

3.5. Cost of Housing Units.

Tables 3-9 through 3-12 provide indicators of the cost of homeowner and rental housing in Hartwell. The median value and median contract rent of housing units in Hartwell has compared quite favorably with those values and rents of Georgia's housing stock from 1970 to 2000, as indicated in Tables 3-9 and 3-10. The value (and presumably, cost) of owner-occupied housing in Hartwell was only fifty-six percent of the state median, and the median contract rent for units in Hartwell was about sixty percent of the state median in 2000.

**TABLE 3-9
MEDIAN VALUE OF SPECIFIED
OWNER-OCCUPIED HOUSING UNITS
1970 - 2000
HARTWELL, HART COUNTY AND GEORGIA
(In Dollars)**

AREA	1970	1980	1990	2000
Hartwell	\$ 9,800	\$26,400	\$42,800	\$62,700
Hart County	\$10,300	\$30,800	\$51,700	\$89,900
Georgia	\$14,600	\$32,700	\$71,300	\$111,200

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

**TABLE 3-10
MEDIAN CONTRACT RENT OF
SPECIFIED RENTER-OCCUPIED HOUSING UNITS
1970 - 2000
HARTWELL, HART COUNTY AND GEORGIA
(In Dollars)**

AREA	1970	1980	1990	2000
Hartwell	\$45	\$66	\$163	\$373
Hart County	\$39	\$80	\$173	\$381
Georgia	\$65	\$103	\$344	\$613

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

TABLE 3-11
VALUE OF SPECIFIED OWNER-OCCUPIED
HOUSING UNIT BY VALUE CLASS
1970 - 2000
CITY OF HARTWELL
(In Number of Housing Units)

VALUE CLASS	1970	1980	1990	2000
Less than \$5,000	171	-	-	-
\$ 5,000 - 9,999	345	-	-	-
\$ 10,000 - 14,999	266	-	-	-
\$ 15,000 - 19,999	123	-	-	-
\$ 20,000 - 24,999	45	-	-	-
\$ 25,000 - 34,999	34	-	-	-
\$ 35,000 or more	19	-	-	-
Less than \$50,000	-	996	659	189
\$ 50,000 - 99,999	-	110	334	562
\$100,000 - 149,999	-	6	46	149
\$150,000 - 199,999	-	2	6	20
\$200,000 - 299,999	-	-	7	-
\$300,000 - 499,999	-	-	1	10
\$500,000 or more	-	-	1	-
Total Specified Units	1,003	1,114	1,053	930

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

**TABLE 3-12
CONTRACT RENT OF SPECIFIED
RENTER-OCCUPIED HOUSING UNITS
BY RANGE OF MONTHLY RENT
1980 - 2000
CITY OF HARTWELL
(In Number of Housing Units)**

DOLLAR RANGE	1980	1990	2000
Less than \$250	410	417	128
\$250 - 499	1	108	379
\$500 - 749	-	1	65
\$750 - 999	-	-	24
\$1,000 or more	-	-	-
Total Specified	450	526	627

Note: Some units had no cash rent.

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

Just over eighty percent of Hartwell’s specified owner- occupied units had a value of less than \$100,000 in 2000. Likewise, just more than eighty percent of the specified renter occupied units in Hartwell in 2000 had median monthly rents of less than \$500, as derived from Table 3-11 and 3-12. Affordability therefore does not appear to be a problem for residents desiring to live in Hartwell.

The minimum planning standards now require intermediate level counties and their respective municipalities to determine and analyze the extent to which households are cost burdened or severely cost burdened and make a comparison to the Region and the State. This measure of affordability is the percent of gross income used to pay for housing costs. Cost burdened is defined as those households that use 30% to 49% of their gross income to pay for housing costs. Severely cost burdened is defined as those households where housing costs require 50% or more the gross income. Tables 3-13 through Table 3-15 present 2000 census data on owner occupied and renter occupied households that are cost burdened and severely cost burdened.

TABLE 3-13
SELCECTED MONTHLY OWNER COSTS AS A
PERCENTAGE OF HOUSEHOLD INCOME IN 2000
HARTWELL AND HART COUNTY

Monthly Owner Cost as a Percentage of Household Income	HARTWELL		HART COUNTY		REGION	STATE
	SPECIFIED OWNER OCCUPIED UNITS	%	SPECIFIED OWNER OCCUPIED UNITS	%	%	%
Less than 30 % (not cost burdened)	753	81.0	3,426	77.8	77.8	78.1
30 to 49% (cost burdened)	78	8.4	510	11.6	21.4	21.0
50% or more (severely cost burdened)	68	7.3	392	8.9	N/A	13.2
Total Specified Owner Occupied Housing Units	930	100	4,402	100	100	100
Median Monthly Owner Cost as Percentage of Household Income	15.0		16.3		---	18.6

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

In Hartwell there are 78 (8.4%) owner occupied households that are cost burdened and 68 (7.3%) that are severely cost burdened. Data on the Hart County shows that there are 510 (11.6) owner occupied cost burdened households and 392 (8.9%) households that are severely cost burdened. Both Hartwell and Hart County compare better than the region and the state. On average, owner occupied households in Hartwell spend about 15% of their income on housing, while those households in Hart County spend approximately 16.3% of their income on housing.

One reason for this is that the cost of housing in the local area is much less than the region and the state. Also, there are a number of households that are older or retired and live on limited incomes, and therefore, they are focused on living in housing within their financial means.

**TABLE 3-14
MONTHLY GROSS RENT AS A
PERCENTAGE OF HOUSEHOLD INCOME IN 2000
HARTWELL AND HART COUNTY**

Monthly Gross rent as a Percentage of Household Income	HARTWELL		HART COUNTY		REGION	STATE
	SPECIFIED RENTER OCCUPIED UNITS	%	SPECIFIED RENTER OCCUPIED UNITS	%	%	%
Less than 30 % (not cost burdened)	351	60.0	877	52.06	56.4	56.0
30 to 49% (cost burdened)	120	19.1	312	18.5	31.5	35.4
50% or more (severely cost burdened)	104	16.6	227	13.5	13.6	16.5
Total Specified Renter Occupied Housing Units	627	100	1,685	100	100	100
Units Not Computed	52	---	266	---	4,182	83,149
Median Gross Rent as Percent of Household Incom	23.1		23.5		---	24.9

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

**TABLE 3-15
UNITS IN STRUCTURE BY GROSS RENT
AS A PERCENTAGE OF HOUSEHOLD INCOME
CITY OF HARTWELL, 2000**

Gross Rent as a Percentage of Household Income	SPECIFIED RENTER OCCUPIED HOUSING UNITS			
	SINGLE FAMILY	MULTI-FAMILY	MOBILE HOME	TOTAL UNITS
30%-34%	0	11	19	30
35% or more	63	114	17	194
Total cost burdened or severely cost burdened	63	125	36	224

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

For renter occupied units, in Hartwell 35.7% of renter households are either cost burdened or severely cost burdened. The same is true for 32.0% of the renter households in Hart. The median expenditure for rental housing is about 23.1% of the household income in Hartwell, while those in the county are spending 23.5% of their household income on rental housing.

There two reasons for the higher percentage of cost burdened and severely cost burdened renter households in Hartwell and Hart County. First is the fact that renter occupied households are smaller in size, thus having lower incomes. Many renter households are non-family households having two or even one person. Second is that in general, most renters tend to have lower incomes thus having to use a higher percentage of their income on housing.

In spite of the higher percentage in Hartwell and Hart County, both local governments fair better than the region and the state on affordability of renter occupied housing.

Table 3-15 present data on renter occupied cost burdened households and the type of units that they reside in. More than one half (55.8%) of those households that cost burdened or severely cost burdened live in multi-family dwellings.

3.6. Public Housing.

The Hartwell Housing Authority provides 180 housing units at seven sites. There is currently only a short waiting list. Housing Authority officials see no critical need for construction of additional public housing units.

3.7. Rome Street Neighborhood Redevelopment Plan.

The City of Hartwell has identified the Rome Street Neighborhood as a target area for revitalization and quality grants. The City desires to provide affordable housing opportunities to low-and-moderate-income families in the Rome Street Neighborhood. Likewise, the City wishes to provide opportunities for infill residential and commercial development. This five to six block area in the northeastern quadrant of Hartwell needs improvements using a combination of local dollars and resources in coordination with USDA and CDBG funds to complete housing rehabilitation, sidewalk improvements, and an innovative first-time homeowner program.

The City owns a 37-lot subdivision that is currently being developed in the Rome Street Neighborhood. A total of 19 lots have been developed and more are under construction. This program has received recognition from the Georgia Department of Community Affairs's Magnolia Award for excellence in housing.

Even with these accomplishments and programs, there remains much to be done. Within the Rome Street Neighborhood there are many deteriorating structures that are a haven for drug-related activities, vagrancy, and crime. There exists an opportunity for infill development that not only aids in the eradication of blighting influences, but could provide opportunities to promote historical building patterns and design.

Stakeholder input has been solicited with neighborhood residents through a series of public meetings and hearings as well as meetings with key community organizations and leaders. Through a previous CDBG grant, a line of communications has been established and utilized that has provided valuable input into the project.

The City of Hartwell demonstrates a commitment to using this new information, concerning the infrastructure in the Rome Street Neighborhood that has been compiled and analyzed, to improve the quality of life for neighborhood residents. The results from a housing needs assessment conducted by GMRDC and a Neighborhood Redevelopment Plan developed by the city provides a foundation for the City to apply for and secure various housing related grants and programs.

There are several areas in the neighborhood where public safety issues and crime have been identified. At least 19 dangerous and dilapidated structures were found scattered throughout the neighborhood. The purpose of the Housing Assistance Plan is to identify housing needs which will improve the quality of life, provide opportunities for improved living conditions and develop an action plan to be used as a guidance document for local officials.

The methodology that was followed in this assessment includes, but was not limited to:

- Conduction of Windshield Surveys
- Consultation and Analysis of Tax Records
- Consultation and Analysis of Building Permit Records
- Consultation and Analysis of Code Enforcement Records
- Consultation and Analysis of Health Department Data

Interviews were conducted with:

- Housing Occupants.
- Community Leaders

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- Health Department Personnel
- City Employees
- City Elected Officials

The assessment was designed to identify, locate, and characterize the conditions and circumstances surrounding the existing housing stock within the Rome Street Neighborhood.

Public input was an integral aspect of both the Housing Assistance Plan and the Neighborhood Redevelopment Plan prepared by HDR consultants. As a result of this input and consultation with local officials, the following recommendations were developed:

- a) Insure the implementation of goals 3, 4, and 7 as presented in the Rome street Neighborhood Redevelopment Plan.

Goal 3: To eliminate substandard housing conditions through rehabilitation and redevelopment.

- Strategy 3.1: Secure sources of financing and grants for housing rehabilitation.
- Strategy 3.2: Provide sanitary sewer service to all housing units.
- Strategy 3.3: Involve non-profit organizations in financing and development.

Goal 4: To achieve an appropriate mix of homeowners and renters with varying levels of household incomes.

- Strategy 4.1: Develop a program to assist homeowners with repairs.
- Strategy 4.2: Increase homeownership opportunities with priority to existing renters.
- Strategy 4.3: Involve non-profit organizations in job training and employment program.

Goals 7: To eliminate nuisance properties.

- Strategy 7.1: Consider an ordinance to secure or demolish structures unsuitable for rehabilitation.
- Strategy 7.2: Implement a program to contact absentee landlords requiring them to secure, renovate or sell properties.
- Strategy 7.3: Target areas of junk debris accumulation for clean-up and enforcement.

- b) Establishment of the City of Hartwell Redevelopment Authority. (The Authority would be responsible for implementation of the Housing Assistance Plan, and the Redevelopment Plan. Specific tasks would be the pursuit of grant funding advocacy for housing projects, encouragement of public/private

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partnerships and monitoring of neighborhood activities.)

- c) Establish to Rome Street Neighborhood Association.
- d) Apply to the Georgia Department of Community Affairs for housing rehabilitation funds through the Community Development Block Grant Program.
- e) Develop architectural design standards for the Rome Street Neighborhood.

Apply to the United States Department of Agriculture (USDA) for funding assistance to both homeowners and renters.

3.8. Projected Housing Needs.

Table 3-16 provides projections of the number of housing units needed to accommodate the increase in the number of households residing in Hartwell over the next twenty years.

**TABLE 3-16
PROJECTED HOUSING NEEDS
2005 - 2025
CITY OF HARTWELL**

PROJECTION	2005	2010	2015	2020	2025
Projected Households	1,858	1,975	2,044	2,113	2,200
Composite Vacancy Rate	9.0	8.0	7.5	7.0	6.5
Total Housing Units Needed	2,025	2,133	2,198	2,261	2,343
Additional Units Needed Beyond Total 1990 Units	167	158	154	148	143

Source: Georgia Mountains Regional Development Center, 2005.

The city will need 2,133 housing units by 2010 to accommodate their growth needs adequately. It is also projected that the city will need 2,343 housing units by 2025 to meet the needs of growth expected to occur in Hartwell. It is anticipated that the vast majority of these new units will be apartments, since smaller, rental units are projected to be most in demand.

3.9. Special Needs Housing

There are no homeless shelters in Hartwell. However, there is a network with community churches that provides temporary housing assistance for those in need. Currently, this method of assistance works well within the local community.

A shelter for domestic abuse is managed through Hart County and State agencies. The location of the shelter cannot be disclosed. Housing assistance for substance abuse and mental health is managed by the Ninth District Opportunity, Georgia Mountains Community Services in Gainesville, Georgia.

CHAPTER FOUR

ECONOMIC DEVELOPMENT ELEMENT

The economic development element provides the local city government the opportunity to inventory and assess the community's current economic base, labor force characteristics, local economic development opportunities, and other resources. It also helps to determine economic needs and goals and to merge this information with other current data on population trends and characteristics, natural resources, community facilities and services, housing, and land use so that an economic strategy can be developed for the community.

I. ECONOMIC BASE

4.1 Employment

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

According to the U.S. Census reports in Table 4.1, Hart County had a nine percent increase in numbers of people employed from 9,875 in 1990 to 10,874 in 2000. Table 4.2 indicates a percentage loss in 7 of the 13 employment sector categories including a 10.8 percent loss in Manufacturing the same time period. There were also losses of about one percent in both mining and farming although Agriculture Services had a slight increase. The three Government categories averaged a .25 percent decline during the nineties. Services had the largest increase of 7.8 percent followed by Construction with 2.3 percent, the professional areas at 1.8 percent, and Retail Trade at .82 percent.

These employment trends follow the other rural counties in Georgia of loss of farms and closing of manufacturing plants as indicated in Table 4.3. Hartwell does have the advantage of a growing tourism industry that helps support growth in the services and retail trade categories (Tables 4.12 & 4.13). Both categories are projected to grow at a steady pace with the increase in tourism as well as the influx of retirees.

Table 4.1

Hart County: Employment by Sector										
Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total	7,252	8,570	9,875	9,249	10,874	11,923	12,712	13,381	13,995	14,588
Farm	847	825	737	706	705	667	647	629	611	593
Agricultural Services, Other	15	55	48	77	81	84	90	97	103	109
Mining	28	60	139	158	91	95	97	100	103	105
Construction	279	361	392	519	683	717	732	743	753	765
Manufacturing	3,048	3,450	4,276	3,040	3,525	3,890	4,102	4,243	4,346	4,425
Trans, Comm, & Public Utilities	170	210	247	295	340	382	414	441	462	478
Wholesale Trade	172	256	208	230	172	179	185	189	192	193
Retail Trade	751	1,074	1,319	1,254	1,542	1,696	1,842	1,979	2,107	2,233
Finance, Insurance, & Real Estate	210	236	183	224	401	433	459	481	502	521
Services	822	1,082	1,198	1,529	2,172	2,586	2,905	3,197	3,498	3,823
Federal Civilian Government	38	92	95	141	100	100	100	98	97	95
Federal Military Government	77	93	87	86	84	85	86	87	88	88
State & Local Government	795	776	946	990	978	1,009	1,053	1,097	1,133	1,160

Source: Woods & Poole Economics, Inc.

Table 4.2

Hart County: Employment by Sector (%)										
Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Farm	11.68%	9.63%	7.46%	7.63%	6.48%	5.59%	5.09%	4.70%	4.37%	4.06%
Agr Services, Other	0.21%	0.64%	0.49%	0.83%	0.74%	0.70%	0.71%	0.72%	0.74%	0.75%
Mining	0.39%	0.70%	1.41%	1.71%	0.84%	0.80%	0.76%	0.75%	0.74%	0.72%
Construction	3.85%	4.21%	3.97%	5.61%	6.28%	6.01%	5.76%	5.55%	5.38%	5.24%
Manufacturing	42.03%	40.26%	43.30%	32.87%	32.42%	32.63%	32.27%	31.71%	31.05%	30.33%
Trans, Comm, & Pub Utilities	2.34%	2.45%	2.50%	3.19%	3.13%	3.20%	3.26%	3.30%	3.30%	3.28%
Wholesale Trade	2.37%	2.99%	2.11%	2.49%	1.58%	1.50%	1.46%	1.41%	1.37%	1.32%
Retail Trade	10.36%	12.53%	13.36%	13.56%	14.18%	14.22%	14.49%	14.79%	15.06%	15.31%
Fin Ins., & REI	2.90%	2.75%	1.85%	2.42%	3.69%	3.63%	3.61%	3.59%	3.59%	3.57%
Services	11.33%	12.63%	12.13%	16.53%	19.97%	21.69%	22.85%	23.89%	24.99%	26.21%
Federal Civilian Govt.	0.52%	1.07%	0.96%	1.52%	0.92%	0.84%	0.79%	0.73%	0.69%	0.65%
Federal Military Govt.	1.06%	1.09%	0.88%	0.93%	0.77%	0.71%	0.68%	0.65%	0.63%	0.60%
State & Local Govt.	10.96%	9.05%	9.58%	10.70%	8.99%	8.46%	8.28%	8.20%	8.10%	7.95%

Source: Woods & Pool Economics, Inc.

Table 4.3

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

Source: Woods & Pool Economics, Inc.

4.2 Earnings

Historic and percentages of total payroll earnings by sector are given in Table 4.4 and Table 4.5 for Hart County and in Table 4.6 for the state of Georgia. From 1990 to 2000, the largest increase in earnings in Hart County came in the Agriculture Services and the Other category followed by Services and Construction. Even though it was a decrease over the past decade, the percentages of earning for Hart County (Table 4.5) was much larger in Manufacturing at 42.49 percent than the state percentage (Table 4.6) at 14.86 percent. Hart County was below the state percentages in Services, Wholesale Trade, and the Finance, Insurance, and Real Estate categories. All other categories were about the same.

Table 4.4

Hart County: Earnings by Sector										
Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total (1996 \$)	\$144,419,000	\$184,460,000	\$211,836,000	\$210,000,000	\$269,050,000	\$311,561,000	\$348,865,000	\$384,383,000	\$419,620,000	\$455,428,000
Farm (1996 \$)	\$4,311,000	\$8,275,000	\$10,053,000	\$10,041,000	\$12,109,000	\$12,781,000	\$13,814,000	\$14,897,000	\$16,012,000	\$17,169,000
Agricultural Services, Other (1996 \$)	\$118,000	\$476,000	\$452,000	\$525,000	\$554,000	\$602,000	\$676,000	\$758,000	\$842,000	\$928,000
Mining (1996 \$)	\$683,000	\$1,652,000	\$4,356,000	\$5,575,000	\$3,747,000	\$3,938,000	\$4,094,000	\$4,247,000	\$4,404,000	\$4,570,000
Construction (1996 \$)	\$7,259,000	\$7,444,000	\$7,187,000	\$9,555,000	\$15,588,000	\$16,889,000	\$17,721,000	\$18,467,000	\$19,204,000	\$19,999,000
Manufacturing (1996 \$)	\$76,362,000	\$92,253,000	\$112,835,000	\$94,428,000	\$114,578,000	\$134,331,000	\$149,916,000	\$163,661,000	\$176,465,000	\$188,677,000
Trans, Comm, & Public Utilities (1996 \$)	\$4,905,000	\$6,309,000	\$7,729,000	\$11,015,000	\$15,181,000	\$18,013,000	\$20,586,000	\$23,033,000	\$25,262,000	\$27,198,000
Wholesale Trade (1996 \$)	\$3,798,000	\$6,958,000	\$6,472,000	\$4,716,000	\$4,597,000	\$4,866,000	\$5,145,000	\$5,365,000	\$5,536,000	\$5,676,000
Retail Trade (1996 \$)	\$12,508,000	\$18,055,000	\$15,217,000	\$15,332,000	\$20,303,000	\$22,814,000	\$25,328,000	\$27,786,000	\$30,223,000	\$32,693,000
Finance, Insurance, & Real Estate (1996 \$)	\$2,489,000	\$2,578,000	\$1,690,000	\$2,875,000	\$7,273,000	\$8,536,000	\$9,764,000	\$10,994,000	\$12,238,000	\$13,501,000
Services (1996 \$)	\$15,495,000	\$17,706,000	\$18,371,000	\$25,047,000	\$42,604,000	\$54,306,000	\$64,971,000	\$75,918,000	\$87,919,000	\$101,495,000
Federal Civilian Government (1996 \$)	\$1,521,000	\$4,292,000	\$3,946,000	\$7,065,000	\$5,371,000	\$5,601,000	\$5,784,000	\$5,928,000	\$6,041,000	\$6,125,000
Federal Military Government (1996 \$)	\$536,000	\$1,090,000	\$962,000	\$962,000	\$1,075,000	\$1,140,000	\$1,206,000	\$1,270,000	\$1,334,000	\$1,395,000
State & Local Government (1996 \$)	\$14,434,000	\$17,372,000	\$22,566,000	\$22,864,000	\$26,070,000	\$27,744,000	\$29,860,000	\$32,059,000	\$34,140,000	\$36,002,000

Source: Woods & Poole Economics, Inc.

Table 4.5

Hart County: Earnings by Sector (%)										
Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total (1996 \$)	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Farm (1996 \$)	2.99%	4.49%	4.75%	4.78%	4.50%	4.10%	3.96%	3.88%	3.82%	3.77%
Agricultural Services, Other (1996 \$)	0.08%	0.26%	0.21%	0.25%	0.21%	0.19%	0.19%	0.20%	0.20%	0.20%
Mining (1996 \$)	0.47%	0.90%	2.06%	2.65%	1.39%	1.26%	1.17%	1.10%	1.05%	1.00%
Construction (1996 \$)	5.03%	4.04%	3.39%	4.55%	5.79%	5.42%	5.08%	4.80%	4.58%	4.39%
Manufacturing (1996 \$)	52.88%	50.01%	53.27%	44.97%	42.59%	43.12%	42.97%	42.58%	42.05%	41.43%
Trans, Comm, & Public Utilities (1996 \$)	3.40%	3.42%	3.65%	5.25%	5.64%	5.78%	5.90%	5.99%	6.02%	5.97%
Wholesale Trade (1996 \$)	2.63%	3.77%	3.06%	2.25%	1.71%	1.56%	1.47%	1.40%	1.32%	1.25%
Retail Trade (1996 \$)	8.66%	9.79%	7.18%	7.30%	7.55%	7.32%	7.26%	7.23%	7.20%	7.18%
Finance, Insurance, & Real Estate (1996 \$)	1.72%	1.40%	0.80%	1.37%	2.70%	2.74%	2.80%	2.86%	2.92%	2.96%
Services (1996 \$)	10.73%	9.60%	8.67%	11.93%	15.83%	17.43%	18.62%	19.75%	20.95%	22.29%
Federal Civilian Government (1996 \$)	1.05%	2.33%	1.86%	3.36%	2.00%	1.80%	1.66%	1.54%	1.44%	1.34%
Federal Military Government (1996 \$)	0.37%	0.59%	0.45%	0.46%	0.40%	0.37%	0.35%	0.33%	0.32%	0.31%
State & Local Government (1996 \$)	9.99%	9.42%	10.65%	10.89%	9.69%	8.90%	8.56%	8.34%	8.14%	7.91%

Source: Woods & Poole Economics, Inc.

Table 4.6

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

Source: Woods & Pool Economics, Inc.

4.3 Wages

Though wages have increased over the past 10 years in Hart County (Table 4.7), the weekly average of \$482 for all industries is well below the state's \$629 (Table 4.8).

Table 4.7

Hart County: Average Weekly Wages											
Category	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
All Industries	\$332	\$339	\$346	\$360	\$365	\$386	\$414	\$406	\$439	\$468	\$482
Agri, Forestry, Fishing	NA	491	492	NA	NA	NA	197	NA	NA	NA	281
Mining	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Construction	NA	265	277	307	314	323	320	313	337	380	400
Manufacturing	NA	378	376	394	414	439	502	478	533	562	578
Transportation, Comm, Util	NA	483	577	585	606	637	657	723	701	775	867
Wholesale	NA	383	455	549	355	439	366	383	418	471	507
Retail	NA	169	175	192	189	202	206	205	212	221	233
Financial, Insurance, Real Estate	NA	344	374	399	384	417	440	443	473	504	530
Services	NA	260	283	294	292	302	333	361	380	NA	389
Federal Gov	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
State Gov	NA	385	NA	NA	NA	NA	NA	NA	NA	NA	NA
Local Gov	NA	285	303	295	310	323	338	NA	NA	NA	397

Source: U.S. Bureau of Labor Statistics

Table 4.8

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

Source: U.S. Bureau of Labor Statistics

4.4 Personal Income

The following Table 4.9 and 4.10 for Hart County and Table 4.11 for the state reflect sources of personal income by type and percentage. The figures indicate that from 1990 to 2000, the largest increase in personal income, other than wages and salaries, was in the Transfer of Payments category. The Hart County income by percentage of categories (Table 4.10) was very similar to the state (Table 4.11).

Table 4.9

Hart County: Personal Income by Type										
Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total (1996 \$)	\$229,753,000	\$288,512,000	\$331,240,000	\$360,875,000	\$460,240,000	\$523,967,000	\$583,822,000	\$643,831,000	\$705,921,000	\$771,346,000
Wages & Salaries (1996 \$)	\$108,696,000	\$134,486,000	\$162,168,000	\$156,169,000	\$197,520,000	\$229,560,000	\$257,789,000	\$284,854,000	\$311,887,000	\$339,530,000
Other Labor Income (1996 \$)	\$14,160,000	\$18,990,000	\$24,827,000	\$26,219,000	\$24,906,000	\$28,561,000	\$31,649,000	\$34,507,000	\$37,275,000	\$40,028,000
Proprietors Income (1996 \$)	\$21,563,000	\$30,984,000	\$24,841,000	\$27,612,000	\$46,624,000	\$53,440,000	\$59,427,000	\$65,022,000	\$70,458,000	\$75,870,000
Dividends, Interest, & Rent (1996 \$)	\$30,898,000	\$53,127,000	\$65,700,000	\$63,142,000	\$86,204,000	\$95,159,000	\$104,664,000	\$114,703,000	\$125,244,000	\$136,251,000
Transfer Payments to Persons (1996 \$)	\$33,111,000	\$39,154,000	\$47,278,000	\$69,002,000	\$83,496,000	\$93,986,000	\$105,970,000	\$119,624,000	\$135,207,000	\$153,016,000
Less: Social Ins. Contributions (1996 \$)	\$6,856,000	\$10,063,000	\$12,579,000	\$12,783,000	\$16,228,000	\$19,603,000	\$22,889,000	\$26,174,000	\$29,516,000	\$32,934,000
Residence Adjustment (1996 \$)	\$28,181,000	\$21,834,000	\$19,005,000	\$31,514,000	\$37,718,000	\$42,864,000	\$47,212,000	\$51,295,000	\$55,366,000	\$59,585,000

Source: Woods & Poole Economics, Inc.

Table 4.10

Hart County: Income by Type (%)										
Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total (1996 \$)	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Wages & Salaries \$1996	47.31%	46.61%	48.96%	43.28%	42.92%	43.81%	44.16%	44.24%	44.18%	44.02%
Other Labor Income \$1996	6.16%	6.58%	7.50%	7.27%	5.41%	5.45%	5.42%	5.36%	5.28%	5.19%
Proprietors Income \$1996	9.39%	10.74%	7.50%	7.65%	10.13%	10.20%	10.18%	10.10%	9.98%	9.84%
Dividends, Interest, & Rent \$1996	13.45%	18.41%	19.83%	17.50%	18.73%	18.16%	17.93%	17.82%	17.74%	17.66%
Transfer Payments to Persons \$1996	14.41%	13.57%	14.27%	19.12%	18.14%	17.94%	18.15%	18.58%	19.15%	19.84%
Less: Social Ins. Contributions \$1996	2.98%	3.49%	3.80%	3.54%	3.53%	3.74%	3.92%	4.07%	4.18%	4.27%
Residence Adjustment	12.27%	7.57%	5.74%	8.73%	8.20%	8.18%	8.09%	7.97%	7.84%	7.72%

Source: Woods & Poole Economics, Inc.

Table 4.11

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

Source: Woods & Pool Economics, Inc.

4.5 Planned or Community-Level Activity

Major employers in the Hartwell/Hart County community include:

<i>Name</i>	<i># Employed</i>
Board of Education	500
GIP's Manufacturing Co.	160
Hartwell Sports, Inc.	200
Hart County Hospital	200
Newton Plant-Division of Milliken	115
Rosyton LLC	160
Springs Industries- Spinning Div.	105
Springs Industries- Weaving	415
Tenneco Automotives	543
Wal-Mart	260

Community Activities include:

Completion of Rome Street Housing Project
Completion of Downtown Streetscape Phase I
Completion of Gateway Industrial Park
Completion of Catechee Golf Course and Conference Center
Planned completion of Downtown Streetscape Phase II
Planned commercial development along Highway 29
Tenneco(shock absorbers) plant \$13 million expansion with 15 new jobs
Springs Industries expansion project
Widening of Industrial Park road to serve Springs and other industries
J&J Consumer Products plant closing fall 2004 with a loss of 300 jobs
New water lines on Hwy 59 & 77 and new 500,000 gal.
New water tank at the 150-acre Gateway Industrial Park on I-85
TI Automotives Plant will be opening in 2005 with 100 new jobs

4.6 Special or Unique Activity

In order of volume, the largest employers by sector include: manufacturing, service, and retail. Tourism, however, fuels the economy and has grown consistently over the past decade. Interstate 85 and Georgia Highway 17 make Hartwell very accessible to business and tourist traffic from the Atlanta to Greenville corridor as well as Spartanburg, SC. (Tables 4.12 & 4.13)

Table 4.12

2003 Impact of Travel on “Northeast Georgia Mountains” Counties

	Expenditures \$ Millions	Payroll \$ Millions	Employment \$ Th	State Tax \$ Millions	Local Tax \$ Millions
Banks	10.18	2.92	.15	.44	.31
Dawson	25.94	7.83	.40	1.13	.78
Forsyth	87.78	25.99	1.32	3.76	2.62
Franklin	22.56	4.08	.25	.84	.67
Habersham	32.16	7.83	.45	1.30	.96
Hall	180.56	45.73	2.40	7.39	5.43
Hart	15.80	4.61	.24	.67	.47
Lumpkin	23.69	5.57	.29	.95	.71
Rabun	31.73	8.88	.45	1.35	.96
Stephens	21.67	4.89	.29	.85	.65
Towns	26.12	7.79	.39	1.13	.79
Union	14.	3.54	.21	.59	.44
White	41.39	10.65	.55	1.70	1.24
Region	534.37	140.31	1.13	23.79	16.03
State	14,523.80	5,955.47	209.51	708.50	437.13

Source: Georgia Department of Economic Development

Table 4.13

Change 2003/2002 Impact of Travel on “Northeast Georgia Mountains” Co.

	Expenditures \$ Millions	Payroll \$ Millions	Employment Th	State Tax \$ Millions	Local Tax \$ Millions
Banks	3.9%	2.4%	.6%	3.1%	3.5%
Dawson	5.0%	3.5%	1.9%	4.3%	4.6%
Forsyth	-1.4%	-2.8%	-4.3%	-2.1%	-1.7%
Franklin	3.5%	2.0%	.4%	2.8%	3.1%
Habersham	1.5%	.1%	-1.5%	.8%	1.2%
Hall	1.2%	-.2%	-1.8%	.5%	.9%
Hart	5.1%	3.6%	2.0%	4.4%	4.7%
Lumpkin	.3%	-1.1%	-2.7%	-.4%	-0.1%
Rabun	2.7%	1.2%	-.4%	1.9%	2.3%
Stephens	4.4%	2.9%	1.3%	3.7%	4.1%
Towns	5.4%	3.9%	2.2%	4.6%	5.0%
Union	6.3%	4.8%	3.1%	5.6%	5.0%
White	6.3%	4.8%	3.2%	5.6%	5.9%
Region	NA				
State	2.7%	.9%	-.4%	1.9%	2.4%

Source: Georgia Department of Economic Development

Many are drawn to Hartwell by Lake Hartwell, “The Great Lake of the South”. The lake has attracted annual tourist as well as retirees to the area. There are a number of annual lake events including the Bass Master Tournament, Jerry Rhyne Fishing Tournament, Lake Hartwell Dam Run (marathon), Pre-4th of July Celebration, the Antique Boat Show, and Lake Hartwell Games and Scottish Festival. There is also an annual Challenge of the Centuries bike race.

II. LABOR FORCE

4.7 Employment by Occupation

The following four tables contain information on percentages of employment by occupation/types of jobs held. Table 4.14 indicates that in Hartwell, the County Seat, the largest increase in employment by occupation was in the Precision Production, Craft, and Repair category (23.32 percent). Although the Machine Operators, Assemblers and Inspectors category is the second largest for Hartwell at 15.01 percent, it lost more employment (11.12 percent) over the past ten years than any other category. This indicates a growing loss of manufacturing jobs requiring these types of skills. The third largest percentage of employment is in the Professional and Technical Specialty category. This category doubled over the past 10 years. This could be an indicator of commuter patterns of residents with these skill working in other areas. The Clerical and Administrative Support was the next largest category indicating that these may be support jobs for the tourism and service industry. Table 4.13 indicates that Hart County followed very similar employment by occupation patterns by having gains in the same top four categories.

Both Table 4.16 for the state of Georgia and Table 4.17 for the United States indicate the top 3 occupation categories by percentage of employment as Professional and Technical Specialty, Clerical and Administrative Support, and Executive, Administrative, and Managerial (non-farm). Of these top 3 categories, Hartwell and Hart County fall in 2 of them at a lower percentage level, Professional and Technical Specialty and Clerical and Administrative Support.

Table 4.14

Hartwell city: Employment by Occupation (%)		
Category	1990	2000
TOTAL All Occupations	100.00%	100.00%
Executive, Administrative and Managerial (not Farm)	7.99%	6.56%
Professional and Technical Specialty	7.52%	14.50%
Technicians & Related Support	1.00%	NA
Sales	6.26%	6.85%
Clerical and Administrative Support	12.93%	14.43%
Private Household Services	1.84%	NA
Protective Services	1.68%	NA
Service Occupations (not Protective & Household)	11.20%	10.20%
Farming, Fishing and Forestry	0.00%	0.00%
Precision Production, Craft, and Repair	13.04%	23.32%
Machine Operators, Assemblers & Inspectors	26.13%	15.01%
Transportation & Material Moving	2.68%	4.15%
Handlers, Equipment Cleaners, helpers & Laborers	7.73%	NA

Source: U.S. Bureau of the Census

Table 4.15

Hart County: Employment by Occupation (%)		
Category	1990	2000
TOTAL All Occupations	100.00%	100.00%
Executive, Administrative and Managerial (not Farm)	6.49%	10.71%
Professional and Technical Specialty	7.04%	13.90%
Technicians & Related Support	1.57%	NA
Sales	8.41%	10.22%
Clerical and Administrative Support	12.63%	13.03%
Private Household Services	0.92%	NA
Protective Services	0.86%	NA
Service Occupations (not Protective & Household)	7.55%	11.06%
Farming, Fishing and Forestry	3.97%	1.07%
Precision Production, Craft, and Repair	17.45%	17.24%
Machine Operators, Assemblers & Inspectors	25.07%	14.00%
Transportation & Material Moving	3.05%	6.63%
Handlers, Equipment Cleaners, helpers & Laborers	4.99%	NA

Source: U.S. Bureau of the Census

Table 4.16

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

Source: U.S. Bureau of the Census

Table 4.17

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

Source: U.S. Bureau of the Census

Between 1990 and 2000, the totals for males and females participating in the labor force increased for the State of Georgia (Table 4.20) and the United States (Table 4.21). Hart County also had an increase in both males and females participating in the labor force (Table 4.19). However, Hartwell has a loss from 1,982 to 1,650 (Table 4.18). This is reflected by a loss of 289 male and female residents in Hartwell. The City of Hartwell also had a 50 percent participation rate in the labor force compared to 60 percent by Hart County, 66 percent by the State of Georgia, and a 64 percent by the United States.

Table 4.18

Hartwell city: Labor Force Participation		
Category	1990	2000
TOTAL Males and Females	3610	3221
In Labor Force	1982	1615
Civilian Labor Force	1982	1615
Civilian Employed	1902	1372
Civilian Unemployed	80	243
In Armed Forces	0	0
Not in Labor Force	1628	1606
TOTAL Males	1478	1344
Male In Labor Force	929	769
Male Civilian Labor Force	929	769
Male Civilian Employed	882	687
Male Civilian Unemployed	47	82
Male In Armed Forces	0	0
Male Not in Labor Force	549	575
TOTAL Females	2132	1877
Female In Labor Force	1053	846
Female Civilian Labor Force	1053	846
Female Civilian Employed	1020	685
Female Civilian Unemployed	33	161
Female In Armed Forces	0	0
Female Not in Labor Force	1079	1031

Source: U.S. Bureau of the Census

Table 4.19

Hart County: Labor Force Participation		
Category	1990	2000
TOTAL Males and Females	15403	18128
In Labor Force	9499	11004
Civilian Labor Force	9489	10992
Civilian Employed	9091	10409
Civilian Unemployed	398	583
In Armed Forces	10	12
Not in Labor Force	5904	7124
TOTAL Males	7287	8747
Male In Labor Force	4987	5823
Male Civilian Labor Force	4977	5811
Male Civilian Employed	4711	5551
Male Civilian Unemployed	266	260
Male In Armed Forces	10	12
Male Not in Labor Force	2300	2924
TOTAL Females	8116	9381
Female In Labor Force	4512	5181
Female Civilian Labor Force	4512	5181
Female Civilian Employed	4380	4858
Female Civilian Unemployed	132	323
Female In Armed Forces	0	0
Female Not in Labor Force	3604	4200

Source: U.S. Bureau of the Census

Table 4.20

Georgia: GA Labor Force Participation		
Category	1990	2000
TOTAL Males and Females	4939774	6250687
In Labor Force	3353372	4129666
Civilian Labor Force	3280314	4062808
Civilian Employed	3092374	3839756
Civilian Unemployed	187940	223052
In Armed Forces	73058	66858
Not in Labor Force	1586402	2121021
TOTAL Males	2357580	3032442
Male In Labor Force	1807053	2217015
Male Civilian Labor Force	1741609	2159175
Male Civilian Employed	1652016	2051523
Male Civilian Unemployed	89593	107652
Male In Armed Forces	65444	57840
Male Not in Labor Force	550527	815427
TOTAL Females	2582194	3218245
Female In Labor Force	1546319	1912651
Female Civilian Labor Force	1538705	1903633
Female Civilian Employed	1440358	1788233
Female Civilian Unemployed	98347	115400
Female In Armed Forces	7614	9018
Female Not in Labor Force	1035875	1305594

Source: U.S. Bureau of the Census

Table 4.21

All of United States: US Labor Force Participation		
Category	1990	2000
TOTAL Males and Females	191293337	217168077
In Labor Force	124882409	138820935
Civilian Labor Force	123176636	137668798
Civilian Employed	115431436	129721512
Civilian Unemployed	7745200	7947286
In Armed Forces	1705773	1152137
Not in Labor Force	66410928	78347142
TOTAL Males	91866829	104982282
Male In Labor Force	68417853	74273203
Male Civilian Labor Force	66897041	73285305
Male Civilian Employed	62639048	69091443
Male Civilian Unemployed	4257993	4193862
Male In Armed Forces	1520812	987898
Male Not in Labor Force	23448976	30709079
TOTAL Females	99426508	112185795
Female In Labor Force	56464556	64547732
Female Civilian Labor Force	56279595	64383493
Female Civilian Employed	52792388	60630069
Female Civilian Unemployed	3487207	3753424
Female In Armed Forces	184961	164239
Female Not in Labor Force	42961952	47638063

Source: U.S. Bureau of the Census

4.8 Employment/ Unemployment

The United States unemployment rate for 2000 was 4.0 percent (Table 4.22) while the State of Georgia was 3.7 percent (4.23). The unemployment rates for Hart County have shown steady decline over the past 10 years to the 2000 rate of 4.4 percent (Table 4.24). This figure compares to the surrounding counties as follows: Elbert with 7.8 percent (Table 4.25); Madison with 2.6 percent (Table 4.26); and Franklin with 3.5 percent (Table 4.27).

Table 4.22

United States: Labor Statistics												
Category	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Labor Force (thousands)	125,840	126,346	128,105	129,200	196,814	132,304	133,943	136,297	137,673	139,368	140,863	141,815
Employed (thousands)	118,793	117,718	118,492	120,259	123,060	124,900	126,708	129,558	131,463	133,488	135,208	135,073
Unemployed (thousands)	7,047	8,628	9,613	8,940	7,996	7,404	7,236	6,739	6,210	5,880	5,655	6,742
Unemployment Rate	5.6%	6.8%	7.5%	6.9%	6.1%	5.6%	5.4%	4.9%	4.5%	4.2%	4.0%	4.8%

*Source: U.S. Bureau of Labor Statistics

Table 4.23

Georgia: Labor Statistics											
Category	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Labor Force	3,300,380	3,263,876	3,353,566	3,467,191	3,577,505	3,617,165	3,738,850	3,904,474	4,014,526	4,078,263	4,173,274
Employed	3,118,253	3,099,103	3,119,071	3,265,259	3,391,782	3,440,859	3,566,542	3,727,295	3,845,702	3,916,080	4,018,876
Unemployed	182,127	164,772	234,495	201,932	185,722	176,306	172,308	177,179	168,824	162,183	154,398
Unemployment Rate	5.5%	5.0%	7.0%	5.8%	5.2%	4.9%	4.6%	4.5%	4.2%	4.0%	3.7%

Source: Georgia Department of Labor

Table 4.24

Hart County: Labor Statistics												
Category	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	
Labor Force	9,764	9,349	9,343	9,080	8,656	8,486	8,352	8,490	8,793	9,366	9,985	
Employed	9,150	8,821	8,488	8,427	8,121	7,704	7,719	8,012	8,419	8,976	9,547	
Unemployed	614	528	855	653	535	782	633	478	374	390	438	
Unemployment Rate	6.3%	5.6%	9.2%	7.2%	6.2%	9.2%	7.6%	5.6%	4.3%	4.2%	4.4%	

Source: Georgia Department of Labor

Table 4.25

Elbert County: Labor Statistics											
Category	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Labor Force	8,982	8,702	8,885	8,511	8,360	8,534	8,666	8,877	8,649	8,757	9,063
Employed	8,236	8,103	7,763	7,705	7,721	7,838	7,839	8,123	7,929	8,109	8,356
Unemployed	746	599	1,122	806	639	696	827	754	720	648	707
Unemployment Rate	8.3%	6.9%	12.6%	9.5%	7.6%	8.2%	9.5%	8.5%	8.3%	7.4%	7.8%

Source: Georgia Department of Labor

Table 4.26

Madison County: Labor Statistics											
Category	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Labor Force	11,255	11,137	11,244	11,580	11,777	12,335	12,931	13,184	13,497	13,506	13,605
Employed	10,459	10,561	10,485	11,054	11,320	11,878	12,438	12,734	13,054	13,086	13,245
Unemployed	796	576	759	526	457	457	493	450	443	420	360
Unemployment Rate	7.1%	5.2%	6.8%	4.5%	3.9%	3.7%	3.8%	3.4%	3.3%	3.1%	2.6%

Source: Georgia Department of Labor

Table 4.27

Franklin County: Labor Statistics											
Category	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Labor Force	8,292	8,044	8,389	8,911	8,857	9,301	9,776	10,122	9,837	10,236	10,562
Employed	7,622	7,530	7,595	8,342	8,411	8,786	9,196	9,623	9,462	9,894	10,194
Unemployed	670	514	794	569	446	515	580	499	375	342	368
Unemployment Rate	8.1%	6.4%	9.5%	6.4%	5.0%	5.5%	5.9%	4.9%	3.8%	3.3%	3.5%

Source: Georgia Department of Labor

4.9 Commuting Patterns

One of the most important factors in economic and industrial development is the ability to provide an adequate labor force. The data collected, such as unemployment rates, indicate that the City of Hartwell and Hart County and the surrounding counties have such a labor force. Table 4.28 indicates the commuting patterns of persons working in Hart County by county of residence. Table 4.29 indicates the commuting patterns of residents of Hart County by county where employed. Hart County residents comprise

more than 76 percent of the number of employed workers. More than 66 percent of the employed residents remain in Hart County while 16 percent travel to Franklin with another 3.6 percent to Elbert and 3.4 percent to Anderson, South Carolina. The remainder of the other workers travels primarily to the adjacent counties to work.

Table 4.28

Commuting Patterns		
Persons Working in Hart County		
County of Residence	Number	Percent of Total
Hart County	6,768	76.0
Elbert County	700	7.9
Franklin County	638	7.2
Anderson County, SC	262	2.9
Madison County	106	1.2
Stephens County	101	1.1
Oconee County	53	0.6
Clarke County	32	0.4
Other	244	2.7
Total Residents	8,904	100.0

Source: US Census Bureau

Table 4.29

Commuting Patterns		
Employed Residents of Hart County		
County Where Employed	Number	Percent of Total
Hart County	6,768	65.9
Franklin County	1,669	16.2
Elbert County	371	3.6
Anderson County, SC	346	3.4
Clarke County	272	2.6
Stephens County	210	2.0
Oconee County	93	0.9
Gwinnett County	69	0.7
Other	477	4.6
Total Resident	10,275	100.0%

Source: US Census Bureau

III. LOCAL ECONOMIC DEVELOPMENT RESOURCES

4.10 Agencies

Economic development agencies in Hartwell and Hart County include:

- Hart County Chamber of Commerce
- Hart County Industrial Development Authority
- Hart County Industrial Building Authority
- Hartwell Main Street Program
- Franklin/Hart/Stephens County Joint Development Authority
- Hartwell Downtown Development Authority

4.11 Programs and Tools

Economic development programs and tools in Hartwell and Hart County include:

- Personal visitation program with existing industries
- Industrial revenue bonds
- Publicize state tax incentives
- Freeport
- Offer County tax incentives
- Chamber economic development packages (available buildings, sites, etc.)
- Chamber web page at www.hart-chamber.org
- Visual video presentation available at Georgia Resource Center in Atlanta

Table 4.30 indicates the Service Producing industries with 43.4 percent of the Hart employment, with Goods Producing at 40.1 percent, Manufacturing at 33.8 percent and Total Government at 16.4 percent. The 2002 weekly wage of \$512 for all industries is slightly higher than the \$482 wage indicated earlier in the 2000 Census Table 4.7. Note some of the confidential data is not available from all employers.

Table 4.30

**INDUSTRY MIX
2002**

<u>INDUSTRY</u>	NUMBER OF FIRMS	HART EMPLOYMENT		<u>WEEKLY WAGE</u>
		NUMBER PERCENT		
Goods Producing	112	2,844	40.1	\$620
Agric, forestry & fishing	*	*	*	*
Construction	72	374	5.3	355
Manufacturing	37	2,394	33.8	659
Textile mills	6	702	9.9	511
Wood product mfg.	3	37	0.5	343
Fabricated metal product mfg.	6	86	1.2	466
Machinery manufacturing	3	24	0.3	746
Service Producing	290	3,077	43.4	426
Wholesale trade	22	142	2.0	452
Retail trade	83	752	10.6	288
Transportation & Warehousing	*	*	*	*
Information	9	111	1.6	906
Finance and insurance	24	128	1.8	614
Real estate/ rental/ leasing	4	14	0.2	312
Prof., scientific/tech	24	78	1.1	662
Administrative and waste	15	290	4.1	329
Health care/social services	31	609	8.6	522
Arts, entertainment/ recreation	6	54	0.8	357
Accommodation and food	28	423	6.0	157
Other services (except government)	34	120	1.7	274
Total – Private Sector	409	5,929	83.6	519
Total – Government	34	1,160	16.4	500
Federal government	9	103	1.5	826
State government	10	151	2.1	502
Local government	15	906	12.8	463
ALL INDUSTRIES	443	7,088	100.0	\$516

Note: * Denotes confidential data relating to individual employers and cannot be released.

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

4.12 Education and Training Opportunities

Education and training opportunities are important factors in promoting economic development in the community. The Quick Start Training Program is available through Athens Technical College. Other technical training programs are offered in Hartwell on a scheduled basis. As indicated in Table 4.31, there were 531 Athens Tech graduates in 2003 from Hart County and the surrounding counties of Elbert, Franklin, and Madison.

Hartwell is also located in close proximity to the North Georgia Technical College Satellite in Stephens County as well as Anderson College and Forrest College in South Carolina. The University of Georgia is a short ride away in Athens.

The Hart County Board of Education figures for 2004 indicated that there were 1,027 students enrolled in their K-12 System. This included 185 seniors. The graduation rate for 2004 was 63.6 percent, up from 59.4 percent the year before. They offer five diplomas as follows:

- College Preparation
- College Preparation Enrichment
- Technical Preparation
- Technical Preparation Enrichment
- Dual College and Technical

Hart County School System also offers a variety of vocational and job preparation classes including:

- | | |
|---------------------|---------------------------|
| Business Education | Construction |
| Cosmetology | Agriculture Co-Op |
| Health Care Science | CISCO Certification |
| Day Care Training | Junior ROTC Program |
| Drafting | Automotives |
| Media Technology | Farm and Consumer Science |

Hart County School System also has a joint enrollment program with Athens Technical College where seniors earn college credit while completing their high school requirements.

Table 4.31

Technical College Graduates, 2002-2003

Hart County Area

(Elbert, Hart, Franklin, Madison)

<u>PROGRAM</u>	<u>GRADUATES</u>
BUSINESS TECHNOLOGIES	
Accounting	39
Business and Office Technology	6
Business Office Technology	13
Marketing Management	16
CIS TECHNOLOGIES	
Computer Information Systems	46
HEALTH TECHNOLOGIES	
Dental Hygiene	13
Emergency Medical Technician	58
Medical Assisting	62
Nursing	36
Physical Therapist Assistant	14
Practical Nursing	28
Radiologic Technology	13
Respiratory Therapist	13
Surgical Technology	9
INDUSTRIAL TECHNOLOGIES	
AAT-Business Studies	37
AAT-Technical Studies	6
Air Conditioning Technology	13
Automated Office Systems Technology	9
Biotechnology	6
Commercial Truck Driving	10
Drafting	7
Veterinary Technology	11
PERSONAL SERVICE TECHNOLOGIES	
Cosmetology	33
Early Childhood Care/Education	18
Paralegal Studies	15

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

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

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

4.13 Assessment of Current and Future Needs

The future of Hartwell rests with optimizing the natural tourism potential of the area and promotion of the city as a permanent retirement community. The most obvious way to accomplish these ends is the encouragement of service-related businesses. An organized effort by the community-at-large to promote more homegrown businesses through entrepreneurial development programs would be of great assistance. Infrastructure improvements are an immediate concern and are needed as a necessary component of business growth and expansion particularly water, sewer, roads, and communication links via fiber optics. The City of Hartwell and Hart County should continue to seek opportunities to work together on joint projects than enhance the area's attraction to tourists and retirees. All avenues of cooperation should be explored for the benefit of the entire community.

4.14 Articulation of Community Goals/ Program-

The City of Hartwell needs to formulate a sound economic development program and strategy. In order to produce a workable economic plan analysis of trends and characterization of existing and future population growth, economic trends need to be articulated.

Future economic development needs should focus on outreach to existing business, expanding infrastructure, such as water, sewage and utilities, including high-speed Internet hook ups. Serious consideration should be given to building a designated public parking facility adjacent to the downtown retail shopping area.

The greatest opportunity in expanding employment in the short term is in the area of tourism, which includes the possibility of constructing a medium size conference center. This could help in making tourism/conference visitors a more solid year round source of steady employment. Consideration should also be given to alcohol sales to attract larger group and organizational meetings to the Hartwell area. Continued effort is needed to promote hospitality industry businesses. Many travelers prefer bed and breakfast" type accommodations to traditional motel/hotel venues. There are several homes in Hartwell that would make naturally attractive B&B's and their owners should be granted incentives to start this type of business.

Lake Hartwell has attracted many second-home owners for vacation and recreation purposes. Efforts should continue to develop a Retirement Village with apartments or condominiums to serve the retirees wishing to move to this area.

The community leaders should continue to develop more entertainment opportunities for the youth and families including athletic fields and parks. In addition, builders should be encouraged to consider the needs of aging prospective buyers for houses in traditional subdivisions. Proximity to services would be a prime consideration.

Any economic development plan should include protection of the agricultural base of Hartwell and Hart County. Much of the scenic beauty in the area can be attributed to the farming community.

A workforce development plan should be established to attract new industry and train local residents to fill these new jobs. The training should begin at the high school level to ensure a better education base for the skilled workers needed.

The Gateway Industrial Park should continue to be developed to attract new clients and new jobs to the community.

A community transportation study should be completed to determine the need and support for a local system.

A questionnaire should be presented to all downtown anchor stores and other merchants to determine what is needed to ensure their remaining in the current locations.

The Welcome Wagon operation should be reinstated through the Chamber of Commerce to welcome new residents and promote local businesses.

**CHAPTER FIVE
NATURAL RESOURCES**

This portion of the plan addresses the natural resources in Hartwell. Analysis of natural resources is a critical element in the planning process. Knowledge regarding such resources is important to their protection and conservation. These natural systems provide the means for "... waste disposal, pure water, minerals, food... as well as recreation..." (Wharton, p.8) Awareness of the resources supporting natural systems allows future development to coexist with critical natural systems in a way that ensures the viability of resources in Hartwell in years to come.

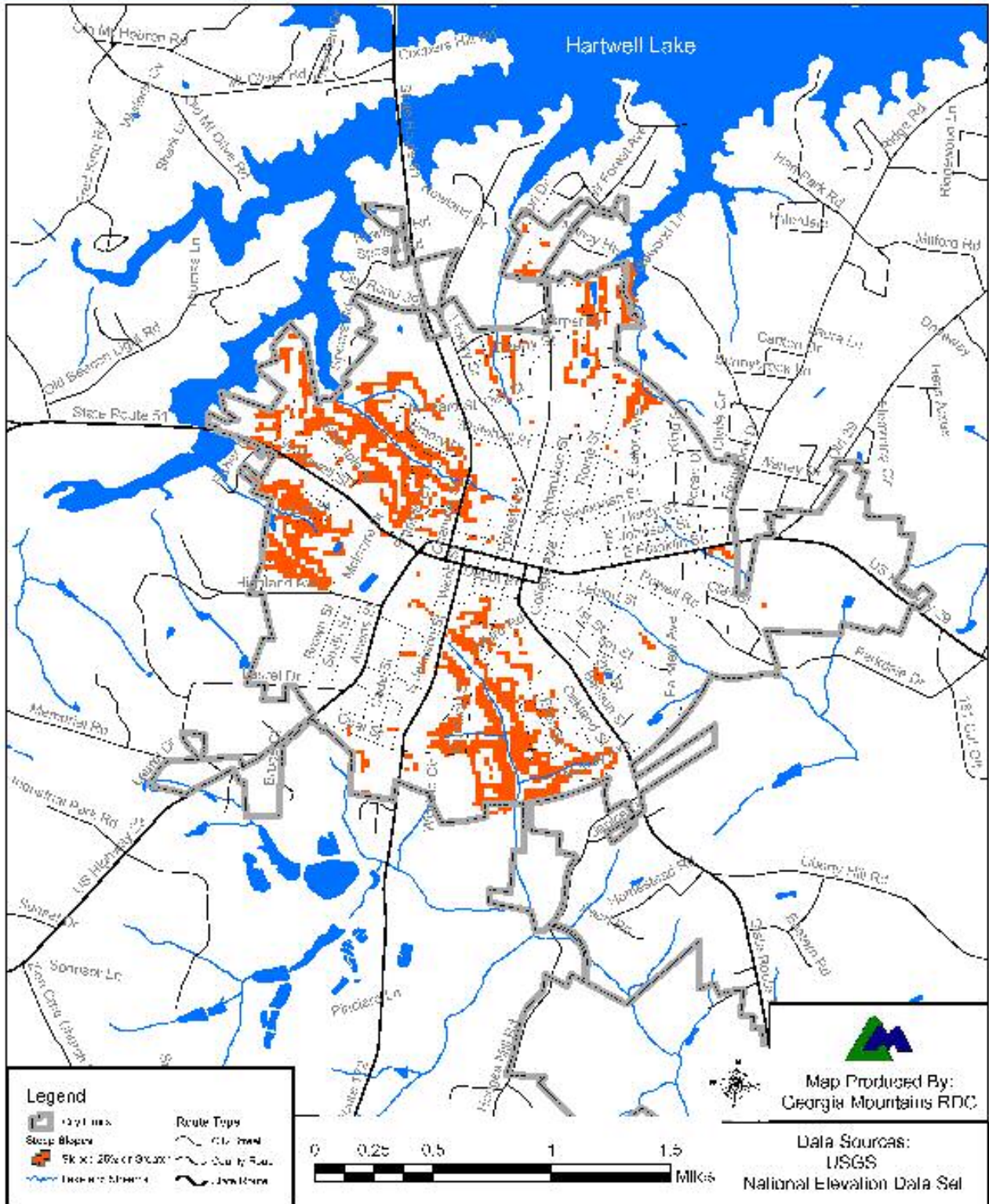
5.1. Physiography, Topography, and Climate.

It is important to consider topography and slope when planning development since these are crucial factors in determining the suitability of land in Hartwell for development. Hartwell is located in the Midland Georgia Subsection of the Southern Piedmont Section of Georgia. The terrain in Hartwell is relatively flat, with elevations ranging from approximately 700 to 800 feet above sea level.

The Department of Natural Resources classifies steep slopes as areas with an average grade of 25 percent or greater. The safety, health, and welfare of the community is jeopardized when areas containing steep slopes become developed. The functioning ability of septic tank drainfields is limited on steep slopes. Septic tank drainfields can occasionally be modified to function on slopes up to 35 percent grade. Beyond 35 percent septic systems often malfunction leading to reduced water quality and possible health risks to area residents. Steep slopes are sensitive to human impacts and are prone to soil erosion when land disturbing activities occur. Eroded sediment decreases habitat area, removes the natural variability in stream systems, and reduces the holding capacity of reservoirs. Slopes pose moderate limitations on development in Hartwell, as seen in Map 5-1.

The piedmont area around the City of Hartwell is composed of weathered gneiss, granite, and schist. Granite is the most significant mineral resource in the area. The Town of Elberton, which is located about 20 miles south of Hartwell, is well known for its granite industry. The granite industry is becoming one of the greatest economic sources in the area. Mined from a vein that is estimated at 35 miles in length and 7 miles wide, the area south of Hartwell now supports 45 granite quarries that produce a total of 174 million dollars worth of sales, and employs 1,800 people.

Map 5-1 Hartwell, Georgia: Steep Slopes



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The Southeast Regional Climate Center provides climate data for the Town of Elberton, which is located approximately 20 miles south of Hartwell and experiences a similar climatic regime. The average temperature in Elberton is 59.6, with average summer high temperatures reaching into the high 80’s and winter high temperatures in the low 50’s. During the summer months, the low temperatures averages in the middle 60’s and winter lows in the high 20’s to low 30’s. The area receives 48.67 inches of precipitation per year and .4 inches of which is snowfall annually.

Soils.

In the comprehensive plan, the purpose of the soil analysis is to identify those soils which indicate where various types of activity should or should not occur. Certain soils have qualities that render them suitable for certain activities or unsuitable for others. The United States Department of Agriculture Soil Conservation Service published a soil survey of Hart County in 1963. Although dated, the soils information is still valid, and remains the only source available for identifying Hartwell’s soils. Table 5-1 provides information on the suitability of soils for development, septic use, agriculture, and wildlife. Overall, the Hartwell area has only moderate limitations for development and septic systems.

Table 5-1

Soil Types and Probable Suitability Characteristics for Union County

Soil	% Slope	Development Limitations	Septic Tank Limitations	Woodland Potential	Wildlife Potential	Estimated Acreage in Hart County	Percent Area in Hart County
Alluvial land	0-2	Severe	Severe	Good	Suited	1,887	0.011
Appling Sandy Loam	2-6	Moderate	Moderate	Good	Suited-Marginal	5,787	0.035
Appling Sandy Loam	6-10	Moderate	Moderate	Good	Suited-Marginal	3,684	0.022
Appling Sandy Clay Loam	2-6	Moderate	Moderate	Fair	Marginal-Not Suited	267	0.002
Appling Sandy Clay Loam	6-10	Moderate	Moderate	Fair	Marginal-Not Suited	681	0.004
Alluvial land, wet	0-2	Severe	Severe	Fair	Not Suited	618	0.004
Congree Sandy loam	0-2	Moderate	Moderate	Good	Suited	461	0.003
Cecil Sandy Loam	6-10	Moderate	Moderate	Good	Suited-Marginal	9,735	0.059
Cecil Sandy Loam	10-25	Moderate	Moderate	Good	Marginal-Not Suited	5,800	0.035
Cecil Sandy Clay Loam	2-6	Moderate	Moderate	Fair	Marginal-Not Suited	1,510	0.009
Grover sandy loam	2-6	Moderate	Moderate	Good	Suited-Marginal	1,595	0.010
Grover sandy loam	6-10	Moderate	Moderate	Good	Suited-Marginal	894	0.005
Louisa fine sandy loam	15-25	Moderate	Moderate	Poor	Marginal-Not Suited	1,131	0.007
Madison sandy clay loam	2-6	Moderate	Moderate	Fair	Marginal-Not Suited	1,239	0.008
Madison sandy clay loam	6-10	Moderate	Moderate	Fair	Marginal-Not Suited	8,364	0.051
Madison sandy clay loam	10-15	Moderate	Moderate	Fair	Not Suited-Marginal	9,834	0.060
Madison sandy loam	2-6	Moderate	Moderate	Good	Suited-Marginal	1,220	0.007
Madison sandy loam	6-10	Moderate	Moderate	Good	Suited-Marginal	20,226	0.123
Madison sandy loam	10-15	Moderate	Moderate	Good	Not Suited-Marginal	3,302	0.020

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Alluvial Land:

Found on nearly level floodplains, alluvial land is composed of stratified layers of sand, silt, and clay. This series has a high level of variability in its organic-matter content, infiltration rates, permeability, and available moisture capacity. Most areas of alluvial land in Hart County are located in narrow strips with slopes of 0 to 2 percent, near intermittent streams and small branches. Flooding is a concern for agricultural purposes, but alluvial lands are otherwise productive.

Appling Soil:

Appling soils are well drained and derived from weathered granite, gneiss, and some mica schist. Bedrock is generally found between 4 to 15 feet. Appling soils are acidic, but respond well to fertilizer and lime. Most of areas of appling soils have been cleared for agriculture, pasture land, or development.

Cecil Soil:

Similar to appling soils, cecil is formed from granite, gneiss, and mica schist. This soil is acidic and well drained. Slope varies from 2 to 25 percent. About 3/4 of Hart County's land that is classified in the cecil series is used for agricultural production or pasture.

Congree Soil:

The Congree series is composed of mixed alluvium that has been deposited on first bottoms, and range in slope from 0 to 2 percent. Most of the land area of this soil type is occupied by crop (corn, grain, and sorghum) and pasture land. Flooding can reduce yields.

Grover Soil:

Grover soils are found on uplands and are well drained. This soil series is acidic but respond to fertilizer and other amendments. The parent material for Grover soils include quartz mica schist and micaceous gneiss, and are found on broad, gently sloping ridges. Most of this soil's land cover has been cleared and is used for cropping of cotton, corn, and small grain.

Louisa Soil:

Louisa soils are excessively drained and acidic, and occur on uplands. Derived from mica schist, mica gneiss, and quartz mica schist, these soils are found on moderate slopes of 6 to 25 percent. Louisa soils are scattered throughout

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Hart County, and are dominantly covered by woodlands. Not especially suited to agriculture, this soil does not respond well to fertilizer, is prone to dry out, and is easily leached of plant nutrients.

Madison Soil:

Similar to Louisa soils, the Madison series is found on uplands with slopes ranging from 2 to 25 percent. Most of the acreage is forested with pines and hardwoods and areas with gentle slopes are said to be some of the best soils for cultivation in the County.

5.3. Prime Agricultural and Forest Lands.

Due to the urbanized nature of Hartwell, and the general lack of active agricultural uses, protection of prime agricultural lands, and forested lands are not necessary. Nonetheless, agriculture and forestry plays an important role for the City of Hartwell, and merits further consideration. The *Forest Statistics for North Central Georgia, 1998*, developed by the U.S. Department of Agriculture, identifies 65,900 acres of total forest, of which 65,800 acres is listed as timberland, and 2,700 acres is managed by the private forestry sector. The U.S. Department of Agriculture's *2002 Census of Agriculture* lists 567 farms in Hart County. These farms cover a total land area of 65,352 acres, with the median farm size of 78 acres. Total cropland in Hart County is 33,397 acres, of which harvested cropland totals 16,439 acres. The market value of agricultural products sold is \$82,471,000, excluding a value of \$80,454,000 for livestock and poultry rearing.

5.4. Wetlands.

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

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

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

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

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

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

- Subcategories: E Hardwood floodplain forests
 E Coniferous floodplain forests
 E Mixed floodplain forests
 E Non-alluvial forested wetlands

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

Table 5-2 indicates important values that wetlands provide, while Table 5-3 provides typical vegetation found in different types of wetlands.

**TABLE 5-2
 MAJOR WETLAND VALUES**

SOCIOECONOMIC VALUES	ENVIRONMENTAL QUALITY VALUES
Flood Control Wave Damage Protection Erosion Control Groundwater Recharge & Water Supply Timber & Other Natural Resources Energy Source (peak) Livestock Grazing Fishing & Shellfishing Hunting & Trapping Recreation Aesthetics Education & Scientific Research	Water Quality Maintenance Pollution Filter Sediment Removal Oxygen Production Nutrient Recycling Chemical & Nutrient Absorption Aquatic Productivity Microclimate Regulator World Climate (Ozone layer)
	FISH AND WILDLIFE VALUES
	Fish & Shellfish Habitat Waterfowl & Other Bird Habitat Forbearer & Other Wildlife Habitats

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

**TABLE 5-3
VEGETATION COMMON TO NON-TIDAL WETLANDS**

TYPE OF WETLAND	VEGETATION
Emergent Wetlands: Freshwater	Cattails, wild rice, sedges, rushes, bulrushes, spikerushes, burreeds, rice cutgrass, maidencane, reed, arrowheads, pickerelweed, smartweeds, bluejoint, whitetop, reed canary grass, manna grass, asters, goldenrods, marsh fern
Pocosins	Pond pine, sweet bay, inkberry, fetterbush, titi, red bay, was myrtle
Others	Buttenbush, alders, willows, dogwoods, red maple sapplings, cottenwood sapplings

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

The U.S. Fish and Wildlife Service has completed the National Wetlands Inventory for the Hartwell area. The mapping indicates that there are no significant wetland areas in the City of Hartwell, although areas classified as wetlands do exist to the west, south, and southeast of the City (See Map 5-2).

A federal permitting process that includes a public interest review controls activities in wetlands. Land disturbing activities located in wetlands requires a Section 404 (of the Clean Water Act) permit, which is obtained from the U.S. Army Corps of Engineers. Section 404 provides for a permitting process for the discharge of dredge or fill material that may have a negative influence on municipal water supplies, shellfish beds, fishery areas, wildlife, or recreational areas, and aim to avoid the alteration or degradation of wetlands. The Department of Natural Resources (DNR) has established minimum planning criteria for the protection of wetlands. These criteria call for the identification of wetlands, which is completed with the description and map provided in this document, and the consideration of wetlands in land-use plans (See Map 5-2). If wetlands are identified in the future land use plans are retained as open

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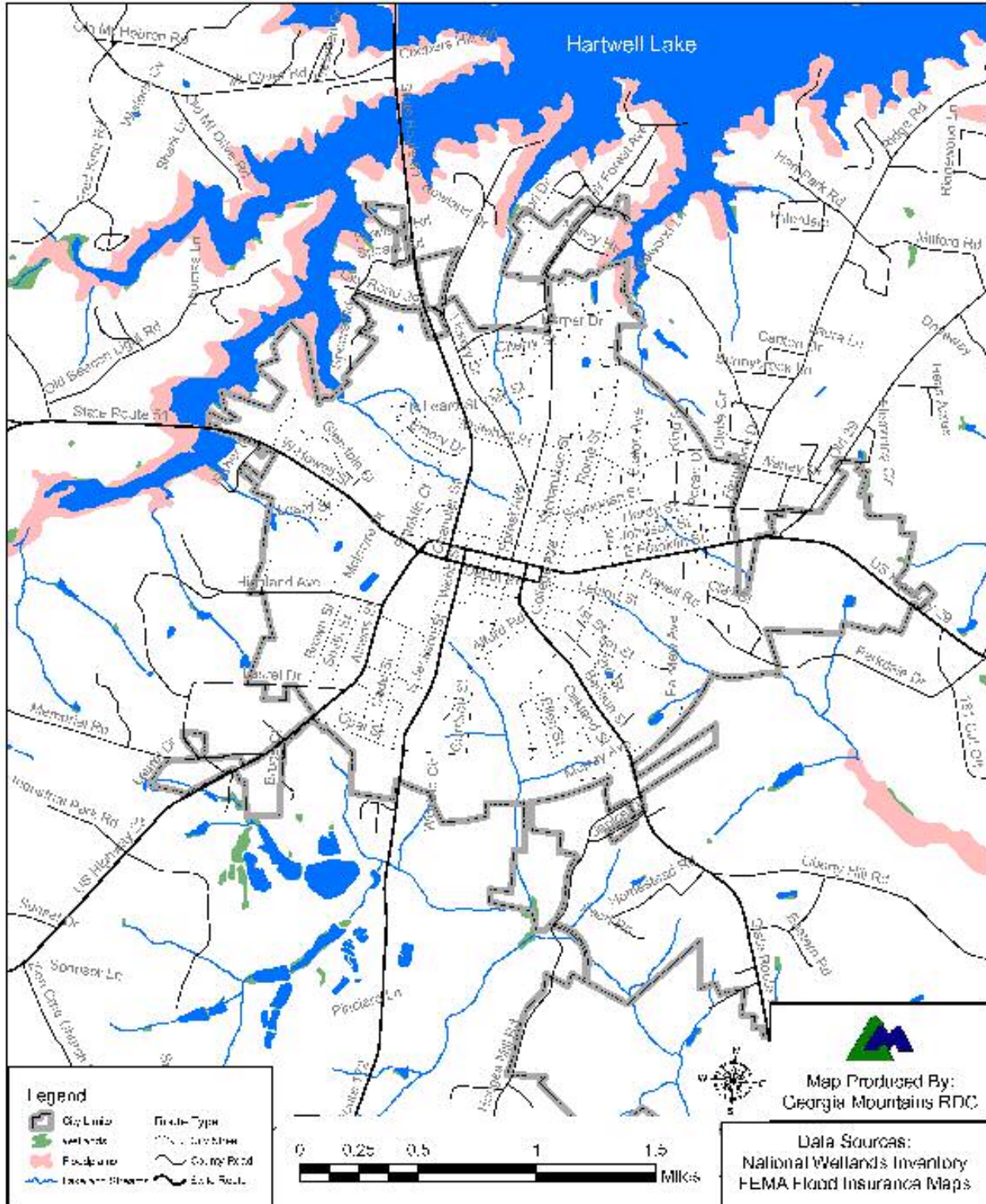
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space, then no adverse effects are anticipated on the public health, safety and welfare, or the property of others; no known unique or significant flora or fauna will be impacted; no adverse effects will occur on the flow or quality of water or cause substantial additional soil erosion; no adverse effects are expected to occur that would effect fishing or the recreational use of wetlands; no significant impact is anticipated on significant historical or archaeological resources; and since the plan discourages the alteration of identified wetlands, no adverse impacts on adjacent natural areas are likely to occur. The plan also supports the preservation of any wetlands created for mitigation purposes under Section 404 of the Clean Water Act.

5.5. Floodplains.

Both Hart County and the City of Hartwell currently participate in the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program (NFIP). The NFIP is a Federal program that allows property owners to purchase nationally backed flood insurance. Participating local and county governments cooperate with the Federal Government to adopt and enforce floodplain management ordinances to reduce the future risks associated with flood hazards. FEMA's floodplain data, which is based on 100-year flood reoccurrence intervals, identifies small portions of the northern, residential, section of Hartwell as being potentially impacted by flood hazards. This area is classified as a floodplain due to the potential of rising water levels from Lake Hartwell following extreme large-scale precipitation events. Despite the occurrence of a number of perennial and intermittent streams in the City of Hartwell, there are no significant floodplains associated with these features. Future annexation of areas north of the current city limits (along the shores of Lake Hartwell) will result in larger areas of floodplain overlap within the City Limits (See Map 5-2).

Map 5-2 Hartwell, Georgia: Wetlands and Floodplains



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5.6. Protected River Corridors.

The State of Georgia classifies rivers with an average annual flow of at least 400 cubic feet per second as subject to provisions for river corridor protection. The State of Georgia has developed minimum standards for the protection of these streams. According to the Department of Community Affairs (DCA), the entire Savannah River is classified under DNR's Protected River Criteria. Measures recommended under the Criteria include the establishment of a 100 ft buffer measured horizontally from the riverbank. Within this area, a River Corridor Protection Plan is established which provides for the maintenance of a natural vegetation buffer and considers the effects of activities in the river corridor on public health, safety, welfare, and the private property rights. Consideration of unique characteristics significant in the river corridor, consideration of the effect of any activities within the river corridor on the function of the protected river and corridor, and the preservation of any significant state historical and archaeological resources is required under the River Corridor Protection Plan. Further, the River Corridor Protection Plan shall:

- Residential developments are to be located on tracts of land containing at least two acres.
- Septic tank drainfields shall not be located within the buffer area.
- Forestry activity shall be consistent with best management practices established by the Georgia Forestry Commission.
- Agricultural activity shall be consistent with all state and federal laws, and all regulations promulgated by the Georgia Department of Agriculture.
- Handling areas for the receiving and storage of hazardous waste are prohibited within river corridors.
- Hazardous waste or solid waste landfills are prohibited within river corridors.

Due to the proximity of the Savannah River to Hartwell, the establishment and maintenance of the DNR's River Corridor Protection Criteria should be noted and supported.

5.7. Water Supply Watersheds.

Concern regarding the quality of public water supplies prompted the state to develop land management measures to protect public drinking water sources. The City of Hartwell utilizes water from an intake on Lake Hartwell, which withdraws an average of 3.5 million gallons per day (mgd), with a daily maximum water withdrawal of 4.5 mgd. Public water supply intakes on Lake Hartwell are exempt from the standards set forth by the DNR because Hartwell Reservoir is owned/operated by the U.S. Corps of Engineers who maintains its own standards. The City of Hartwell is not located in a water supply watershed requiring protective actions, however, because of the close proximity of the City to the public water intake along GA route 53, the adoption of the Georgia Environmental Planning Criteria for a Large

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Water Supply Watersheds (a watershed with an area of 100 square miles or more) should be considered to help maintain the quality of drinking water supplies for the safety and welfare of the public. Within 7 miles of a publicly owned water intake, the Environmental Planning Criteria for Water Supply Watersheds calls for the creation of 100 foot stream buffer of perennial tributaries of a water supply reservoir, restriction of impervious surfaces within 150 feet of the stream banks, the prohibition of septic tanks and drainfields within 150 feet of the stream bank, and hazardous materials handlers are required to maintain operations on impermeable surfaces with spill and leak collection systems. As stated earlier, these are the conditions established by the DNR for a large watershed water supply watershed. The City of Hartwell is not mandated to conform to these standards, however adopting these regulations (or more stringent) may be in the best interests of the community.

5.8 Public Water Supply Sources

The municipal water supply for the City of Hartwell is taken from a surface water intake located near the confluence of Light Wood Log Creek and Lake Hartwell. The City water treatment plant is estimated to annually treat 1.75 million gallons per day (mgd), an average annual maximum of 3.5 mgd, and a daily maximum of 4.5 mgd. This water is distributed through 98 miles of water line. The water lines vary in size between 2 and 12 inches. Hartwell's water system supplies approximately 2,100 residents, and 400 non-residents. Because the Corps of Engineers operates Lake Hartwell, the City of Hartwell's water intake is not subject to Water Supply Watershed Criteria as dictated by the Georgia Department of Natural Resources (DNR). Areas within Hartwell not served by public water uses private groundwater wells. In the Hartwell area, wells that reach depths of 100 to 250 feet commonly produce yields of 6 to 10 gallons per minute, and are adequate for small-scale private users.

5.9 Waste Water Facilities

Hartwell's wastewater is managed by the Hartwell Wastewater Treatment Plant, and serves 1,900 residents (nearly half of the city population). This facility was constructed in 1965, but has been updated on numerous occasions with the most recent modification being made in 1998. Hartwell's sewer system is composed of 60 miles of gravity sewer lines that vary in diameter from 8 to 18 inches. Eleven publicly owned sewage pumping stations and six privately owned pumping stations are currently in use. The City of Hartwell Wastewater Treatment Plant currently produces an average of 1.0 mgd, which is managed through a Land Application System (LAS), which allows treated waste to be used

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as a soil conditioner and fertilizer. Currently, the Cateechee Golf Course is the recipient of irrigation water produced from the water treatment plant. The effectiveness of the sewer system is enhanced with a sewer use ordinance, which was adopted in 1983.

Residents that do not have access to Hartwell's sewer system utilize septic systems. As described in the soils section, Alluvial Land and Alluvial Land Wet are the only major soil types with severe limitations in regards to septic use. Some other potential factors that may pose problems include the limited depth to bedrock throughout the county which reduces the effectiveness of the septic filtration. The proximity of septic systems into Lake Hartwell is also a concern due to potential discharges from septic systems into lake waters. Contamination of Hartwell Reservoir from septic system malfunctions produces negative environmental impacts and limits its use as a recreational area and water supply source.

5.10. Groundwater Recharge Areas.

The minimum planning standards require that local governments address protection of significant groundwater recharge areas. A recharge area is any portion of the earth's surface where water infiltrates into the ground to replenish an aquifer. Although there are nine significant groundwater recharge locations in Hart County, Hydrologic Atlas 18, developed by the Georgia Department of Natural Resources, does not identify any significant groundwater recharge areas in or within the immediate vicinity of the City of Hartwell. Hydrologic Atlas 20 also lists the City of Hartwell as lower susceptibility to groundwater contamination.

5.11. Plant and Animal Habitats.

Through the Natural Heritage Program, the Georgia Department of Natural Resources (DNR) has identified protected, candidate, or partial status plants and animals in Hart County. Only the Bald Eagle (*Haliaeetus leucocephalus*) and Sandbar Shiner (*Notropis scepticus*) have identified as protected animals near the City of Hartwell. The Pale Yellow Trillium (*Trillium discolor*) is the only protected plant species in Hart County, and there are not any special natural communities in the County. While these species may be found in the County, special provisions for protected plants and animals is not necessary for the City of Hartwell.

5.12. Major Park, Recreation, Conservation Areas, and Scenic Views and Sites.

No major recreation or conservation areas are found in the City of Hartwell, but Lake Hartwell is located

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just to the north and east of the city limits. This 55,000 acre lake provides a multitude of space for water-based recreational activities including boating, swimming, and fishing. The lake attracts 11 million visitors annually, and is one of the thee most visited lakes under the management of the Army Corps of Engineers. The Hartwell Lake area offers more than 80 public park sites, complete with camping, picnicking, and boat launch facilities. Ten public access points to the lake are located in Hart County, as well as several campgrounds. The Hartwell Lake Museum is located at the Hartwell Dam, seven miles east of Hartwell off of U.S. 29.

The U.S. Army Corps of Engineers manages Hartwell Lake's 962 miles of shoreline, as well as the 250 bird species, 40 mammal species, and numerous aquatic, reptilian, and amphibian species that call the surrounding area home. Popular fish species found in Lake Hartwell include: Crappie, Largemouth Bass, Hybrid Bass, and Walleye. The Corps' Forest Management Plan facilitates the maintenance of suitable habitats for the area's wildlife species. This is accomplished through selective tree thinning, the creation of wildlife openings and food plots, and the placement of nesting boxes. The Corps has allocated 26 percent of Hartwell Lake's shoreline as protected lakeshore area. The remaining property is classified as prohibited access, public recreation, or limited development lands.

Hart State Park, located three miles north of Hartwell, off U.S. 29, offers a variety of facilities and activities. The park, located at the edge of Lake Hartwell, has camping sites, cottages, picnic sites, and a beach. In addition to a boat ramp and dock, fishing boat rentals are available at the park.

Other state parks near Hartwell include Victoria Bryant State Park, which is located near Royston, and includes 475 acres with 43 campsites, 8 miles of trails, and fishing. Tugaloo State Park is located near Lavonia and offers 393 acres, 112 campsites, swimming, boating, and hiking. Richard B. Russell State Park is on the banks of the 26,000-acre Lake Russell. The park's 2,508 acres provides room for 17 cottages, 28 campsites, swimming, rowing, 6 miles of hiking and bicycling trails, and the 18 hole Arrowhead Pointe Golf Course.

Wildlife Management Areas (WMA) through out Georgia have been developed to help maintain, enhance, or protect sustainable and diverse wildlife populations and habitats, provide wildlife-dependent recreation on areas with minimal development, and as a venue to educate citizens on the value an need for wildlife and plant communities. The Hart County WMA is located 5.5 miles southwest of the City of Hartwell, and encompasses 1,000 acres. Hart County WMA provides numerous recreation activities including hunting (for deer, dove, turkey, and

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other small game), hiking, and picnicking.

Goals, Policies and Objectives

Goal
Protect natural resources identified in Hartwell.
Policy
Take the necessary steps and actions to conserve and preserve sensitive resources for the benefit to the public.
Objective
Undertake a education campaign informing the public of such resources and how they can help protect them as well as help the city save dollars.
Adopt the necessary ordinances that will protect such resources.
Policy
Pursue stormwater management for the prevention of floods and protection of citizens and property.
Objective
Identify problem areas in the city through a stormwater management study.
Address areas through a city-wide stormwater management plan.
Adopt structural and non-structural requirements for stormwater management into development codes.
Incorporate stormwater management improvements into city capital improvements program

CHAPTER SIX

HISTORIC RESOURCES

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

Historical Narrative.

The Cherokee Indians occupied the area encompassing the city of Hartwell before the arrival of the first settlers. The Cherokees relinquished their land to the state of Georgia through the treaties of 1773 and 1783. Land was allotted to veterans of the revolutionary war using the land lottery system. Hart county was named for Nancy Hart, a revolutionary war heroine, and was established in 1853 from parts of Franklin and Elbert Counties. Settlers from Virginia, North Carolina, and South Carolina arrived in Hart county throughout the 19th century. Their homes were made with materials commonly found in the area, which resulted in wood frame and log structures.

The Act of the Legislature that created Hart County provided for the election of five Justices of the Inferior Court to select and locate a site for public buildings in the newly formed county. They were authorized to purchase a tract of land for the location of the county seat, which would be divided into lots and sold at a public auction for the benefit of the new county. After a drawn out controversy between area residents on where the county seat should be located, the Justices of the Inferior Court purchased 100 acres from the heirs of James Vickery on May 12, 1854. Immediately after the land was sold, development began around the square with the construction of the first buildings, a mix of commercial and residential.

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The City of Hartwell was incorporated in 1856, but development within the town had been steady since the establishment of Hart County. Hartwell was planned along a ridge line that separated two watersheds: Lightwood Log Creek and Big Cedar Creek. There were two surveyors that were credited for the layout of Hartwell, John A. Cameron, a county surveyor and F. B. Hodges, a later county surveyor. They divided the town into a central public square, four adjoining 80-foot wide streets, and 139 lots. The downtown square was located on the highest point along the ridgeline, which sloped to form a plateau. The plateau was where the nucleus of the community developed. Street such as Carolina, Franklin, and Elbert were named for their respective destinations. Others, such as Johnson, Carter, Richardson, Webb and Chandler were named after the five Inferior Court Justices. Howell Street was named for Howell Cobb, an Athens attorney who was the governor of Georgia from 1851 to 1853.

The first structure completed within the commercial district was the courthouse, located on the northeastern side of the square. John B. Benson, one of the founding fathers, was responsible for building the first residence, constructed of "pine logs, split in halves, close fitted and chinked; the first store, a frame building located on the southwest corner of the square; and the construction of other residential and commercial buildings." A two-story frame jail and frame hotels were also part of the downtown. Although a majority of the buildings were wood, there were two constructed from brick: an 1856 two-story courthouse, which replaced the original frame structure, and an antebellum commercial building.

Hartwell's peak development years occurred from 1879 to 1925. During this phase, Hartwell's development resulted from several economic factors: the establishment of the Hartwell railroad, the changes in agricultural practices, the increased number of cotton-related business and industries, the development of residential neighborhoods, the increase in growth of the town center, and various public improvements initiated by the local government.

The establishment of the Hartwell Railroad in 1879 opened a whole new commercial door for the City and area as a whole. Previous methods of transportation had been by pole boats and wagons. The railroad made regional and national markets more accessible. The rail line ran from Hartwell to Bowersville, where it merged with the Elbert Airline Railroad. This, in turn, connected the area with Atlanta, Washington, and New York via Toccoa, Georgia.

The Hartwell Railroad was located one block south of the town center. The development of the Depot Street

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commercial block was a direct result of the location of the rail line along that area. Advances in the agricultural system led to the resurgence of cotton as a primary cash crop. Consequently, Depot Street's development was closely related to the increased cotton production and it became the local "cotton yard." Thus, many of the newly constructed brick warehouses and commercial buildings on Depot Street housed buyers, feed stores, and other cotton-related businesses such as seed mills, ginning houses, and a cotton mill added in 1894. A new passenger depot constructed of wood frame replaced an earlier one.

The development along Depot Street helped spur new development around the square and in the community. This "boom" period led to the existing historic character of the central business district. By the end of the 19th century, construction of two-story brick retail buildings and a church began to occupy the east and south blocks of the square.

The land surrounding the town center was divided for residential development. Much of the residential development for white residents took place around the town center toward the southeast and southwest. The area located on the northeast side of town was known as the "Rome" community and was recognized as the "colored suburbs". Hartwell's Black citizens had lived in various areas of town before finally settling on Richardson Street in the new Rome community. Rome's architectural character can be seen through the surviving structures, which were frame dwellings on open farmland. Within the Rome community, two churches were responsible for the creation of the schools for the local black population. One school was held in the Methodist parsonage of St. Luke's Methodist Church. The other school was known as the Savannah River School, which was housed in a three-story brick classroom and included a dormitory building and several other frame structures. It was located at the northeast edge of the community.

As a result of the increased growth in Hartwell, the city limits were expanded in 1889 from its original 400 yards radius from the center of the city square to a one mile radius. Road and sidewalk improvements, as well as local schools brought many new residents from surrounding county. Consequently, infill construction took over the available land and farms, which had formerly been at the city's edge became less isolated. The new residential construction was primarily located along Benson, Franklin, Howell, and Athens Streets. Remnants of the old pecan groves that were once a part of S. W. Peek's nursery grounds can still be seen in some of these outlying residential areas such as the Rome community and Benson Street.

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After the death of J. B. Benson, a major landowner, in 1892, his estate of 33 lots located in the southeast section of town along the road leading to Elbert county became available for the development of new neighborhoods. The neighborhood homes were large two-story frame structures of Victorian-eclectic design located on large spacious lots. As Craftsman style dwellings were added, the lot size decreased in the neighborhood.

The neighborhood recognized as Benson Street was Hartwell's most prominent with its residents including legislators, judges, and other citizens of statewide importance. Similar development appeared on Howell Street and sections of Franklin Street to the north. Residential lots in the west side of town along Franklin and Howell Streets tended to be more uniform in size than those located along Benson Street because they were part of the original town plan. The area around Athens Street connected the city and county and was referred to as the "western suburbs". The Athens Street area developed from the expansion of growth of Howell Street with Franklin Street, west of the city, being the last area to be converted to residential.

Following the construction of the Witham Cotton Mill in 1894, the "milltown" was developed on a sloping hill south of the mill complex near Depot Street and the railroad. The mill village was made up of modest one-story frame dwellings with front and rear porches. Later a few brick houses, a frame church, and a schoolhouse were added to the mill village.

In the late 19th century the county's major crops were cotton, cereals, fruit, and poultry. By 1893, Hartwell's population had reached 1000. In 1897, the First United Methodist Church was constructed on Howell Street. During 1901, many of the businesses on the square were drug stores, groceries, general stores, furniture dealers, bank and hardware stores.

During the early part of the 20th century, public improvements for the city offered the beginning of a water and sewer system in 1901, public school system in 1906, and paved streets in 1923. A two-story brick courthouse of Romanesque design by J. W. Golucke, a prominent Atlanta architect, took the place of the old courthouse that was consumed by fire. In 1901 there were only five remaining residences located on the square.

Today, the Gutley-Blackwell House is the only surviving residence remaining on the square. The first Hartwell public school was located on Cleveland Avenue where it was eventually demolished. A telephone occupied the second story of a building on Elbert and Franklin streets. A large portion of Hartwell's development in the downtown occurred during

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1908 and 1917.

The population in Hartwell reached a high point during the 1920's with a total of 2,323 people. During this time, the cotton industry began to slow down as a result of the spread of the boll weevil, a severe drought in 1925, and the competitive cotton markets throughout the nation, which signaled an end to the cotton industry in Hartwell.

The 1920s and 1930s marked the first decrease in Hartwell's population from 2,323 to 2,048 citizens. Hartwell's depressed economy was stimulated by the government's creation of recovery programs. The government provided such New Deal programs as the Seed Loan Program, which helped farmers, and the Works Progress Administration (WPA), which aided unemployed workers. In the City of Hartwell, the WPA was responsible for the construction of the school gymnasium, a large brick building and a residential-like brick community house, which was compatible with the surrounding neighborhood.

In 1938, Hartwell was given the authority to pass zoning and planning laws for the city. A highway connecting the State Route 29 to Benson Street was completed in 1939. The economy was improving by the 1940s with the addition of several small industries. Residential development also began to occur throughout the city.

The economy continued to diversify during the period after World War II. Although agricultural land decreased due to the construction of Lake Hartwell, the development brought in new industries, which began to move into the county. The rail line that had traditionally served both passenger and cargo needs became exclusively cargo. Construction of commercial buildings on the north and west sides of the square occurred. A fire in 1967 caused the demolition of the 1901 courthouse, which was replaced by a one-story stucco structure that remains today. Black and white schools were merged to form one school system and a new high school was built in the 1960s for both the city and the county. Residential development backed by federal loan programs, included construction of small, frame dwellings situated in side yards of original Victorian Era homes.

Historic Resources Inventory.

The City of Hartwell's historic resources have been categorized according to property type to help identify them more clearly. These categories include: residential resources, commercial resources, institutional resources, industrial resources, rural resources, and historic, archaeological and cultural resources.

It is important to emphasize that the exclusion of some historic resources from the following sections does not

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necessarily indicate that they are not significant or worthy of preservation.

Residential Resources.

The historic residential structures in the city of Hartwell are significant for representing the various stages of settlement and development in the city. During the late 19th and early 20th centuries, the majority of the historic residential construction in Hartwell consisted of wood frame structures and a few brick structures. Most of Hartwell's historic residences are concentrated along Benson Street, Forest Avenue, Johnson Street, Franklin Street, Howell Street, College Avenue, Webb Street and Jackson Street, as well as the smaller streets which exit off the eight major streets. Most historic residences located along these major streets have been listed in the National Register of Historic Places since September 1986 either as part of a district or as individual nominations (Map -1). The four National Register District's for the City of Hartwell include the Hartwell Commercial Historic District, Benson Street-Forest Avenue Residential Historic District, Franklin Street-College Avenue Residential Historic District, and the Witham Cotton Mills Historic District. The locally designated districts protected under Hartwell's Preservation Ordinance (1986) follows the same boundaries as the 1984 Multiple Resource Nomination.

Styles represented in Hartwell include Georgian Revival, Craftsman Bungalow, Queen Anne, Victorian eclectic, Greek Revival, Gothic Revival, and Neo-Classical. A good example of Georgian Revival style is the McCurry-Kidd-Hailey Residence. The Georgian Revival style elements of the McCurry-Kidd-Hailey Residence include a rectangular plan, symmetrical facade, porch with columns, hipped roof, wide bracketed eaves, Palladian windows, and front door with sidelights. Good examples of the Craftsman style are the Benson-Teasley House located on Benson Street and a residence located at the corner of Richardson and Howell Streets. The craftsman style detailing of the Benson-Teasley House include a low pitched roof, wide bracketed eaves, roof dormers, and a one-story porch with square columns set on brick bases. The design for the Benson-Teasley House, and a few other Craftsman Bungalows in Hartwell were adapted by local builder J.W. Temple from a pattern book of high style designs by Leila Ross Wilburn, an Atlanta architect. The residence located at the corner of Richardson and Howell Streets features twin gables, wide bracketed eaves, and a wrap around porch supported by oversized columns. Other examples of the craftsman style include the Teasley-Craft Residence, Dr. Owen Meredith/Bowers Residence, Rucker-McCurry-Thornton Residence, and the Best Residence. The Linder Residence located on Linder Street is representative of the Queen Anne Style. The

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house has a turret and a one-story wrap around porch with a conical roof at the corner. Another good example of the Queen Anne Style is the Bailey/Kidd Residence located at 305 West Howell Street. Residences in Hartwell that are examples of Victorian eclectic style include the Teasley-McCurry-Myers Residence, Higginbotham/Saul Residence, Candler-Linder Residence, and others. The Teasley-Holland Residence is a good example of the Victorian Style. This structure is now the home of the Hart County Museum. The only Greek Revival residence in Hartwell is located at the north end of Benson Street. This residence is a one-story frame structure with a pediment styled entrance porch, Doric columns, dentil molding, and a door with sidelights and a transom. The only Gothic Revival styled residence in Hartwell is the A. M. Richardson House located at the opposite end of Benson Street. The house has a steeply pitched roof with twin dormers, rounded arched windows, and weatherboard siding. The Satterfield Residence/Hartwell Inn is classified as one of the most elaborate examples of Neo-classical styling in Hartwell. The house is an asymmetrical two-story frame structure with a two-story portico supported by Tuscan columns. The front entrance door has a trabeated transom over the door with sidelights of leaded glass and is framed by pilasters.

There are several architectural house types represented in Hartwell such as the bungalow, central hall, hall and parlor, and double pen. The overall rectangular shapes and irregular floor plans characterize the bungalow house type. They are generally low (oriented horizontally) with varied roof forms and integral porches. Bungalow house types with craftsman details include the Kendrick-Matheson-Feltman/Hardigree Residence and the Linder-Huckaby/Griggs Residence. The central hall type consists of a central hallway separating two rooms with a side-gabled roof and often displays exterior end chimneys. This type can be seen frequently throughout residential areas of Hartwell. The hall and parlor house type is usually one room deep and consists of two rooms unequal in size with the front entrance offset from center, a gabled roof and often found are exterior end chimneys. This house type can be seen in the Witham Cotton Mills Historic District. Two rooms equal in size with two end chimneys serving both rooms characterize the double pen house type. Often this house type can be found having separate entrances for each room. Another commonly found mill house is the saddlebag, two pens sharing a centrally located chimney with either separate doors to each pen or with a central door leading to vestibule. This house type is also found in the Witham Cotton Mills Historic District.

Within the City limits of Hartwell, many historic residential structures are becoming vacant and in disrepair. Reuse of residential structures for commercial use have become apparent throughout the City. Good examples of reuse

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of historic residential structures can be seen on Howell Street. Examples of businesses adaptively reusing historic residential structures include Buchneer Realty and Hartwell Parole Office. An inappropriate remodeling of a historic house, known as the Teasly House, can be seen on Carter and Howell next to City Hall and Public Parking. The structure is now vacant, but can be successfully reused as a business because of its ideal location.

The spread of commercial development along Franklin Street has resulted in historic residential structures being used for office space. Reuse of these historic residential structures is a positive way to improve these structures as well as preserving them while maintaining the residential feeling in the area. The integrity of these structures must be considered when rehabilitating them to accommodate a business. When rehabilitating the residential structure, the owner should follow the Secretary for the Interior Standards for Rehabilitation, which may make them eligible for State and Federal Tax Credits. The success of re-use of historic residential structures on Howell Street will give an incentive to new development forming on Franklin Street.

Within the Athens Street area, there are individual listings of residential structures on the National Register of Historic Places and possibly new individual listings that could be added to the National Register. There is a concentration of historic residences along Athens Street that could be amended into the current

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district. The Benson Street - Forest Avenue Residential Historic District could possibly expand its boundaries to include more of the historic residential structures on Benson Street and Alford Road.

To better recognize National Register historic districts, the City of Hartwell should consider placing wooden signs with attractive lettering at historic district entry points. The signs would make it easier for tourists and local residents to recognize important areas of Hartwell. Because of the number of historic structures in Hartwell, an updated historic resources survey should be prepared to recognize new structures that could be eligible for district or individual listing in the National Register or local designation. The last Multiple Resource Survey was prepared for Hartwell in September 1977.

Commercial Properties.

The Hartwell Commercial Historic District contains mostly one and two-story brick commercial structures dating from the late 19th and early 20th centuries. The commercial district was laid out in a gridiron fashion that remains intact. The major streets intersect to form a public square that contains the county courthouse. Stylistic elements found in the historic commercial district include Greek Revival, Richardsonian Romanesque, Neo-classical Revival, Art Deco, Stripped Classical, and English Vernacular Revival. The commercial structures have many decorative features that include arched windows, hood moldings, metal cornices, brick stringcourses, corbelled cornices, and metal columns.

The former bank building, now the Carter Law Building, located at the corner of Howell and Forest, is an example of the Romanesque Revival style. This building has a brick and masonry facade, a cupola, a turret, and large arched windows with radiating voussoirs, which makes it a focal point when entering the commercial district. The Hailey Drug Store building has Neo-classical Revival elements, which include a simple entablature and geometric patterns within the brick pilasters. The Judy Theater is a good vernacular example of the Art Deco style. This structure is a quonset hut, which is a "half-cylindrical framework, covered by corrugated metal that was widely used for housing and other purposes in the 1940's during and immediately following WWII."² As outlined in the Guidelines for Rehabilitation and New Construction in Hartwell's Historic Districts (1990), the Judy Theater is currently used for a warehouse and offices. Within Hartwell's commercial district, an English Vernacular Revival service station serves as an example of national service station designs in small communities. The 1932 one and one half-story brick building, on

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the corner of Howell and Jackson Streets, has a steeply pitched multi-gabled roof, chimneys, and arched windows. The service station retains its original use and is owned by Willy's Service Station and Muffler Shop.

Hartwell's downtown commercial district also retains several historic landscape characteristics; including the courthouse square lined by mature elm and oak trees, the raised sidewalks with hexagonal pavers, and landscaped alleyways, which should continue to be maintained as a link between the downtown square and Depot Street. There have been several beautification and streetscape improvement projects that have enhanced the landscape characteristics in and around the courthouse square.

The downtown commercial district remains intact except for new development in various areas throughout the district. New development occurring within the historic commercial district should utilize the guidelines prepared in 1986 for new and infill construction in order to preserve the historic integrity of the district.

To better recognize Hartwell's Historic Commercial District, the City should place appropriately designed signage at district entry points as was suggested for the residential districts. Other ways in which Hartwell could promote its historic downtown commercial district is promoting the façade grant for commercial property owners who rehabilitate or restore their storefronts. This could be accomplished on a local level through the assistance of local banks. Federal and State programs exist such as the U.S. Small Business Administration (SBA) 7(a) Guaranteed Loan Program or the 504 or Certified Development Company programs which makes loans and loan guarantees available to qualifying small businesses for building rehabilitation and acquisition.

Hartwell maintains a Downtown Development Authority with a manager whom directs the successful Mainstreet Program. The manager coordinates most of the beautification and streetscape projects and works with the business owners on preservation related issues to their building.

6.5. Institutional Resources.

Institutional resources in Hartwell include structures such as schools, churches, and government buildings. In the original gridiron plan, a space was reserved for a community school, which was built in 1855 on the site of the Baily Kidd Residence on the corner of Howell and Chandler Streets. This illustrated the importance of education in the early history of Georgia's communities. In the black community of Rome, churches sponsored the schools such as those held in the St. Luke's A.M.E. parsonage and the Savannah River School, which included a dormitory building and several

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frame dwellings. These church-sponsored schools were eventually consolidated to form the Hartwell Training School. The dormitory remains as a document of Hartwell's educational past.

The Colonial Revival-inspired one-story brick school building was constructed in 1934. The Works Progress Administration (WPA) constructed the brick, classically inspired school gymnasium. The black and white schools were combined in 1970 form the Hart County High School and Junior High School.

In the early history of Hartwell, the establishment of churches represented the importance of religion in the community's development both spiritually and socially. The first Hart County courthouse was used as a gathering place for interdenominational religious services. As Hartwell grew, three congregations built permanent structures to house their services.

The Gothic-Revival style First Methodist Church (c.1897) of Hartwell was originally established in 1854, the same year the City of Hartwell was formed. The original Methodist church was the first church built in Hartwell and was used by other congregations, namely the Baptists and Presbyterians, whom did not have a church building.

The Hartwell Baptist Church is a one-story brick structure with a gabled roof, two arched entrance doors and three nine over nine frosted windows. The church congregation started under a brush arbor near Tanyard Branch in 1862 and in 1895 the permanent structure was built in the community of "Rome". The church is the only historic church structure remaining in the "Rome" community and represents the evolution of development from a brush arbor to a permanent structure.

An institutional resource associated with government exists on Johnson Street. The historic Hart County Jail, a Romanesque Revival-styled structure, has two-stories with a rectangular plan and a three-story tower projecting from the center of the facade. The Hart County Jail is used for office space.

Industrial Resources.

Few historic industrial sites remain in Hartwell; however, those that do exist may be associated with commercial activity related to cotton, agriculture, the railroad, and textiles. The most important historic industry, the Chatham, now the Springs, Cotton Mills, represents the agricultural economy prevalent in small towns in Georgia. This mill opened Hartwell's economy to distant markets. Other industries located next to the railroad were also cotton-related.

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Another industry-related structure is the Franklin Light and Power Company Steam Generating Station. The generating station is a one-story brick structure that was once used as a steam generator plant. The building includes segmental arched windows, brick corbelled cornice and plain brick pilasters located at the corners of the building. This structure was the original power generating system for the City of Hartwell and surrounding communities and should be preserved.

Rural Resources.

Rural resources can include numerous aspects of a community. These resources include, but are not limited to, barns and outbuildings associated with agricultural activity, open space such as pastures and fields, abandoned rail beds, covered bridges, and scenic byways. The City of Hartwell is centered within a county which has a strong agricultural base. In Hartwell, most remaining rural resources are located along the edges of the city limits. An example of a rural farmstead within the city limits is the Jackson Morrison Farmstead off Rome Street. In 1902, Morrison, a prominent citizen of Hartwell's black community, constructed a small city farmstead north of the Rome district. Morrison served as a local carpenter, farmer and real estate entrepreneur who purchased subdivided property from local white landowners and resold the lots to black citizens for single-family residences. Remaining elements of the property are the one-story central hall plan house; 3.46 acres of open space pasture land, and a pecan grove surrounding the house.

Another example of a city farmstead is the McMullan-Vickery House located near the Jackson Morrison Farm on Forrest Avenue and Reynolds Street. Originally, the property included forty acres, which produced corn and wheat and pastured cows and sheep. This has been reduced over the years to almost four acres. The farmstead is also significant for having the most intact collection of outbuildings in Hartwell such as a well house, a small barn (c.1900), a large barn (c.1931), and a garage. The house and outbuildings are situated among a pecan grove.

Historically, Hartwell served as the commercial center for the county and surrounding communities. The Hartwell Railroad, established in 1879, served as a spur from Hartwell to Bowersville, where it joined the Elbert Airline Railroad. Currently, the railroad is unused, however, the tracks remain. Also remaining are some of the warehouses and the depot. In the 1980's, the City of Hartwell and the Chamber of Commerce, with the help of volunteers, created a tourist train route that ran passenger excursions between Hartwell and Bowersville. Unfortunately, this venture was not successful. Nevertheless, a similar project in the future might be considered if properly promoted and supported on a

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regional basis. Another option would be a rails-to-trails project whereby the railroad bed would be converted to a multi-purpose trail from Hartwell to Bowersville. This may draw tourists, as well as residents from Hartwell and the lake area.

A source of funding for a study and project implementation is the Recreational Trail Grant (Symms Grant).

Historic, Archaeological, and Cultural Sites.

A variety of historic, archaeological, and cultural resources exist in Hartwell. Among them are such cultural sites as the monument commemorating Nancy Hart at the fork of S.R. 29/181 and Old Anderson Highway and the city cemetery located behind the old jail off Carolina Street. Other historic aspects of Hartwell include landscape features found throughout the city. One of the most prominent landscape features is the courthouse square. Although the historic courthouse is non-extant, the sitting of the square in the center of the city on a slight rise adds to its position as the major focal point. The elms and water oaks located around the square also add to the historic feel. Another historic landscape feature in Hartwell is the remnants of the Peek Nursery grounds along Benson Street characterized by groves of pecan trees. Additionally, the informally landscaped yards throughout the neighborhoods add a park-like impression, which was typical of landscape design during the turn-of-the-century and also adds to the quality of life experienced by the residents.

Although there are few, if any, recorded archaeological sites within the city limits of Hartwell at this time, recognition and protection of any potential archaeological resources is encouraged. Archaeological resources should be treated as an important part of the city's historic and prehistoric past. It is important to protect these archaeological resources from damage caused by development or collection by nonprofessionals who do not properly record the site information and location. These resources may be lost if not recognized and protected.

Impacts on Historic Resources.

Protection of historic resources has been an important local objective in the City of Hartwell since the Multiple Property National Register nomination in 1984, passage of a local preservation ordinance in 1986 and design guidelines in 1990. Nevertheless, some negative impacts on historic resources exist. The development of property on or near historic resources in an incompatible manner has occurred and may pose a threat to the integrity of currently protected properties. The area along east Franklin Street seems to be particularly vulnerable to development pressures and has sustained some losses of important historic resources over the years. This area has historically been residential in

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character, but is rapidly losing this character, which includes turn-of-the-century residential architecture and landscaping, as well as mature street trees. This is not to suggest that commercial development be entirely discouraged in this area. It is suggested, however, that future development be integrated with existing historic structures in a compatible manner. As mentioned in the Residential Resources section, many of the residential structures situated along Franklin Street can be adaptively reused for commercial purposes such as offices, shops, and restaurants. Adaptive reuse enables an area to develop commercially, while retaining its historic character. This is also recommended for other residential areas of the city currently in transition such as west Franklin Street, Howell Street, Forrest Street, and Carter Street. Because many of these areas are listed in the National Register of Historic Places, property owners may be eligible for investment tax credits for substantial rehabilitation.

Inappropriate alterations have also impacted some of Hartwell's important historic resources, some of which are not currently protected under the local preservation ordinance. It is important to take into consideration the historic character of a structure when undergoing rehabilitation projects. An excellent resource for rehabilitation in Hartwell, even for properties not included in any of the local districts, is the Guidelines for Rehabilitation and New Construction in Hartwell's Historic Districts prepared in 1990. Also, guidance from the Regional Preservation Planner, the State Historic Preservation Office, the Hartwell Historic Preservation Commission, or a private consultant should be considered.

In recent years, the City of Hartwell has accomplished much in the way of protecting its historic resources. In 1977 a countywide comprehensive historic resources survey of Hart County was conducted by the Department of Natural Resources, which noted only 20 historic resources in the Hartwell city limits. A multiple property National Register nomination was initiated by a group of interested citizens, the Older Homes Preservation Society, in the early 1980s. This innovative nomination included many of Hartwell's historic resources, which far outnumbered the 1977 survey inventory.

In 1986 a Preservation Ordinance was passed, which led to the appointment of the Hartwell Historic Preservation Commission. The Commission, whose responsibility includes the review of design changes within the district, recommended the current local districts and landmarks based on the National Register nomination. Additionally, the City of Hartwell became the Georgia Mountains Region's only Certified Local Government (CLG). As

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a CLG, Hartwell applied for a Survey and Planning Grant to have a set of design guidelines prepared. The Guidelines for Rehabilitation and New Construction in Hartwell's Historic Districts contains maps showing the location of the locally designated districts and landmarks. Its purpose is to assist the Historic Preservation Commission to make objective decisions concerning exterior changes to properties in the local districts in order to maintain the area's historic integrity, as well as providing property owners with a reference when undertaking sensitive rehabilitation projects.

Strategies for Further Historic Preservation Activities.

The following are elements of a potential preservation plan for the City of Hartwell. They are suggestions to follow to implement continued preservation in Hartwell, but are by no means a complete preservation plan. Ideally, the community can pursue all of the following objectives, but it is wise to take on one at a time to achieve long-lasting and community-supported preservation.

Survey.

A recent preliminary, or "windshield" survey was conducted during the summer of 1993, which indicated over 200 historic structures. Given the small amount of resources inventoried in the 1977 Department of Natural Resources survey, a current comprehensive survey is needed in Hartwell so that additional historic resources may be taken into account for amendments to the Multiple Property National Register nomination, as well as future district and landmark designations. A Contract for Services survey grant can be applied for through the Office of Historic Preservation for funds to conduct a city or, preferably, countywide survey. Besides identifying properties eligible for the National Register or local district or landmark designation, surveys can be used to expedite environmental review by governmental agencies; aid preservation and land-use planning; and promote research of the state's history and architecture.

Heritage Tourism.

In recent years, studies have shown that tourism is playing an increasing role in both the U.S. and Georgia economy. Tourism is the second largest retail industry in the country. In 1993 a study entitled: *Profiting from the Past: the Economic Benefits of Historic Preservation in Georgia* examined how all forms of historic preservation impact the economy. The report showed, in 1996, tourists spent \$453 million on historic-related leisure related activities; more money than was spent on general sightseeing activities. Heritage tourists spend more money than the average tourist per

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trip, \$688 versus, \$425 and heritage tourists stay for a greater length of time versus the average traveler, 5.2 nights versus 3.3. Lastly, from 1992 to 1996 rehabilitation of historic properties created 7,550 jobs, \$201 million in earning, and \$599 million in total economic impact on the state economy, and that is from just the projects that participated in federal and state programs.

A large part of the tourism market involves historic sites as destinations. The City of Hartwell should be able to capitalize on the tourism industry because of its many attributes such as its historic districts and landmarks, its proximity to Lake Hartwell, and its proximity to Interstate 85, a major transportation route. The Hartwell Railroad corridor could also be utilized once again as a tourist draw, if not as a passenger railway, than as a rail-trail.

Heritage tourism can play an integral role in Hartwell's economic development. The development of a countywide heritage tourism plan in partnership with Hart County and the City of Bowersville would provide the City of Hartwell with an analysis of tourism potential in the community, a set of objectives, as well as tools and techniques to implement a heritage tourism strategy. Coordination between the City of Hartwell, Hart County, the Hart County Chamber of Commerce, the Hartwell Historic Preservation Commission, Parks and Recreation Departments, the City of Bowersville, and the Hart County Historical Society should be an integral part of any tourism planning process, as well as the marketing and promotion of heritage tourism. Coordination with other communities and counties in the Georgia Mountains region should also be considered while developing a heritage tourism plan.

In 1989, the National Trust for Historic Preservation initiated a three-year program to promote heritage tourism across the country. From this, many case studies and resource materials were developed to assist communities in the development of heritage tourism. The National Trust suggests five principles to follow when considering heritage tourism in your community:

1. **Authenticity and Quality:** Tell the true stories of historic sites. The specific development of an area and the contributions made by previous generations are what distinguish one place from another.
2. **Education and Interpretation:** History can be fun. Names and dates don't bring a place or an event alive, but human drama and history does. The interpretation of historic sites should be creative and exciting.
3. **Preservation and Protection:** Take care of maintaining historic places, and the historic buildings of neighborhoods and towns for residents and visitors both now and in the future. A community wanting to attract tourists must safeguard the future by establishing measures to protect the very elements that attract visitors.

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4. Local Priorities and Capability: Build strong, comprehensive tourism programs, directed toward local priorities and ensure that tourism is of economic and social benefit to the community and its heritage.
5. Partnership: Cooperation among business people in tourism, operators of historic sites, local governments and many others is important to enhance tourism activities. Historic sites and districts deserve special funding consideration for operations and maintenance since they are often the reasons why people wish to visit a community.

Several funding sources exist for heritage tourism plans and some activities. These sources may include the Office of Historic Preservation's Survey and Planning Grant, the Department of Community Affairs' Local Development Fund, and the Transportation Enhancement funds through the Intermodal Surface Transportation Efficiency Act (ISTEA).

Hartwell Historic Preservation Commission.

The Hartwell Historic Preservation Commission should increase its visibility in the community by taking a leadership position in local preservation-related activities and programs. Activities and programs may include: continuing the production and dissemination of the Design Guidelines and educational brochures; sponsoring workshops and seminars on various preservation issues; participating in Historic Preservation Month (May) and week activities; and contributing educational articles and announcements to the local newspaper or radio stations. Another important role of the Hartwell Historic Preservation Commission should be in informing the public of various state and federal economic benefits for preservation. Three such programs include the State Rehabilitated Historic Property Tax Assessment Freeze, the federal Rehabilitation Investment Tax Credit (RITC), and the Georgia state income tax credit for rehabilitated historic properties. The State Tax Freeze provides an owner of historic property, which has undergone substantial rehabilitation following the DNR's Standards for Rehabilitation, an eight-year freeze on property tax assessments. With the RITC program, certain expenses incurred in connection with rehabilitating an old building are eligible for a tax credit. RITCs are available to owners and certain long-term renters of income-producing properties for either 20% for a certified historic building or 10% for a "non-historic" building constructed before 1936. The 20% RITC project must meet the "substantial rehabilitation test" and follow the Secretary of the Interior's Standards for Rehabilitation. The state income tax credit or rehabilitated historic properties is a program that provides a state income tax credit up to \$5,000 for projects that meet DNR's *Standards for Rehabilitation*. With this program, at least 5% of the

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qualified rehabilitation expenditures must be allocated to work completed to the exterior of the structure.

It is suggested that the Hartwell Historic Preservation Commission provide this information at the building permit stage so that all historic property owners wishing to rehabilitate their property may become aware that their rehabilitation projects may qualify for these economic benefits. The City of Hartwell might also consider creating their own tax credit or benefit as a local incentive to rehabilitate and preserve historic properties.

Conclusion.

The City of Hartwell has had many preservation successes. Nevertheless, economic development and historic preservation efforts should be considered an ongoing process. The key to a successful preservation program is public participation, awareness and education. The Hartwell Historic Preservation Commission should play a key role in this.

Hartwell residents should be informed of the benefits of preservation including:

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

Goals and priorities should be set for the preservation of all worthy historic resources in Hartwell. These goals might include the continued protection of the most important historic resources from demolition or demolition by neglect, and encouraging property owners, organizations and businesses to use the available historic resources to their full potential including adapting the structures to new uses.

The final step in developing a plan for preservation in Hartwell is to implement the tools and actions needed to achieve the community's goals. These tools or actions include survey, additions to the National Register and locally designated districts and landmarks, continued enforcement of the local preservation ordinance, financial incentives such as Investment Tax credits, and community development programs. Information about these programs may be obtained from the Georgia Mountains Regional Preservation Planner or the State Office of Historic preservation in the Department of Natural Resources.

Goals, Policies and Objectives

Goal
Protect, Preserve, and Promote the historic resources of Hartwell
Policy
Identify the historic resources in Hartwell
Objective
Conduct a historic resource survey to identify all historic buildings, sites, and objects in Hartwell
Identify those resources that are eligible for listing on the National Register of Historic Places
Policy
Educate the public on various aspects of historic preservation through various means
Objective
Educate property owners on the various tax incentive programs
Educate property owners on the benefits of listing their property on the National Register of Historic Places
Create educational materials on design guidelines, certificates of appropriateness and the benefits of rehabilitation versus new construction to be included with a business licenses and to be placed at the various real estate offices
Policy
Promote the economic benefits of Historic Preservation
Objective
Use the historic nature of the city to promote heritage tourism in Hartwell
Use the history of the city as a source of pride to promote the city
Create a walking tour of the downtown area and the surrounding neighborhoods
Policy
Encourage the use of historic preservation in community growth projects
Objective
Encourage the adaptive reuse of historic buildings for new functions
Encourage the historic neighborhoods to adopt design guidelines to maintain their historic character
Encourage the redevelopment of the surrounding neighborhoods while maintaining their historic character
Policy
Support the efforts of the downtown development authority and of the historic preservation commission

CHAPTER SEVEN

COMMUNITY FACILITIES

This portion of the plan includes an inventory of public facilities and services. The facilities are assessed for their adequacy to serve present and future population and economic needs. Listings of equipment, vehicles, and personnel are presented in the appendix at the end of this chapter. Goals and objectives, as well as actions to be taken related to community facilities are presented in this chapter.

7.1 General Government.

All general government functions are located in the Hartwell City Hall, which contains 6,546 square feet of space. Additional space is needed to accommodate growth in staffing needs. Departments overseen by the city administration include Finance, Billing, Police, Fire, Sanitation, Water and Sewer, Gas, Zoning, and Streets, where a total of 84 full time and 5 part time persons are employed. A space study was conducted and recommended that the Fire Department be relocated in a separate facility with more space and placed in a location that will keep the response to two minutes or less (due to annexation and expansion of city boundaries).

Ordinances and regulations in Hartwell are listed in Table 7-1 below.

TABLE 7-1
LAND USE RELATED ORDINANCES AND REGULATIONS
HARTWELL, GEORGIA

Building Code
Building Permit
Business Licenses
Erosion and Sedimentation Control
Historic Preservation Ordinance
Mobile Home Ordinance
Nuisance Ordinance
Sign Ordinance
Subdivision Regulations
Zoning

7.1.2. Solid Waste.

The city collects refuse from residences and businesses within the city limits. Curb-side pick up is provided to

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city residents. City residents are billed monthly for garbage service at a rate of \$13.67. The city crew has four different pick up routes and collect waste every week day. The city collects approximately 4,500 tons per year. The refuse is then taken to the county transfer station and then taken to the Speedway Landfill in Winder, Georgia. The landfill is managed by Waste Management, Inc. and tipping fees are \$42 per ton. The city also offers recycling for commercial cardboard. Vehicles include two garbage trucks, a recycling truck and one back up truck. The city annually allocates funding for vehicle maintenance and purchase. These funds accrue so that every third year a new truck is purchased. Further details regarding sanitation are addressed in the Hartwell Solid Waste Plan.

7.2. Public Safety.

The Hartwell Police Department provides public safety services to residents and businesses within the city limits. All patrolmen are certified and receive at least 20 hours of required training. Police activities are centered in the city hall building. Response times average less than 2 minutes. Dispatching for the police and fire departments is handled by police dispatch personnel. If the Hart County E911 system receives calls for police service in Hartwell, they then contact the Hartwell police department. Arrangements should be made for the E911 System to handle calls for police service in Hartwell. Space and personnel, and response times are considered adequate for the planning horizon.

The department employs 19 officers that include a police chief, three captains, five patrol officers, three sergeants, two investigators, four dispatchers, and one inmate supervisor. The department has two dogs and a SWAT team fully equipped for six officers. The city also owns its own firing range. The department is also involved in public education activities, particularly for drug prevention and drug awareness. In addition, department personnel conduct educational sessions in the schools as requested.

The police department has nine police cruisers, two unmarked vehicles and one vehicle for the police chief. The city has a schedule to replace two police cars per year.

7.3. Fire Protection.

The Hartwell Fire Department provides fire protection within the Hartwell city limits. There are seven full time fire department employees, including the fire chief. In addition, twenty-eight volunteers provide manpower as necessary. The fire chief inspects structures for certificates of occupancy. Fire department personnel are undergoing training for hazardous materials handling and records of hazardous materials in the area are maintained. Space (6,055

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square feet) are considered inadequate for the planning horizon. Average response time of 2 minutes is considered adequate. A space study recommended that the Fire Department have a facility separate from city hall. This is due to the city boundaries increasing from annexations that have taken place. Trying to reach some of these newly annexed areas within a two minute emergency response is beginning to be difficult and could jeopardize the city's ISO rating.

The ISO rating of three (3) in Hartwell is significantly lower than in unincorporated Hart County. This allows property within the city limits to be insured at lower rates. The city has a water system that provides excellent coverage with 379 fire hydrants. Vehicles include a ladder truck that is fully equipped, and 4 other pumper trucks that provide pressure at more than 1,250 gpm. One of the pumper trucks is in need of replacement.

7.4. Water System.

The Hartwell water system provides water to 2,727 customers, 79% of whom are located within the city limits. Average water usage is 1.2 million gallons per day (mgd). No major expansions of service area are anticipated. The city supplies the Hart County Water Authority with water for use in their respective service area.

The city is permitted to withdraw 4.5 mgd from Lake Hartwell. Capacity at the water treatment plant located on Chandler Street is also 4.5 mgd. The upgraded facility is in good shape and has been determined to provide for the cities needs for the next ten to fifteen years, therefore, no additional upgrade is required during the horizon of this plan. There are 85 miles of water mains in the system. Currently, no major water line replacements are necessary, although the department regularly repairs and replaces lines as needed. They system includes two elevated water tanks of 305,000 gallons (1954, Carter Street) and 750,000 gallons (1983, Patterson Street). Because of these tanks the system has good pressure meeting Georgia EPD standards of 35 to 50 psi through the system and up to 100 psi on the eastern side where reducers have to be employed. In spite of the health of the system there is the need for water storage on the west side of town where water pressure is occasionally reported to be low. The system would also then be able to tie into the county water system. An additional storage tank would also provide a safety valve for the city's fire fighting ability in case of pump failure.

On the average, the system has excess capacity of 3.3 mgd. This is more than adequate to meet the future population of Hartwell, as well as any new industrial or commercial users.

7.5. Sewerage System.

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Approximatley 1,600 customers utilize the Hartwell sewerage system. Over 95% of these customers are located within the city limits of Hartwell. The system is permitted to discharge 1,750,000 gallons per day (gpd) of treated sewage into two storage ponds. The re-use quality water is then discharged through a sprayfield Land Application System (LAS) onto the golf course at the Cateechee Golf and Country Club. The two ponds have a storage capacity of 20 million gallons and the city has a third pond for emergency purposes of 5 million gallons. Average daily usage of the system is between 800,000 and 1,100,000 gpd. Upgrades to the plant have given it an estimated twenty year life and the city is well within the capacity of their permit granted by Georgia EPD. Additional capacity is determined and planned when the average daily treatment is at 75% of the permitted capacity. The collection systems consist of approximately 60 miles of gravity lines and 9.5 miles of force mains. There are 13 pump stations in the system. The city has an engineered long-term replacement and maintenance plan. Although no major line work is anticipated (aside from routine maintenance and repair), the city deals with infiltration and inflow problems, where the flow may increase two to three times the normal flow during rain events.

The city has an ordinance that requires a sewer connection if a structure is located within 200 feet of an existing line. The also has an illicit discharge ordinance and a grease trap ordinance.

Water and sewer services are under a combined department that employs 17 people. They include a public works director, eight service workers, five sewer plant operators, and three water plant operators.

7.6. Natural Gas System.

The City of Hartwell provides natural gas to 2,221 customers. Over 80% of the customers are located within the Hartwell city limits. The gas is supplied by the Transcontinental Gas Pipe Line Corporation of Houston, Texas. There are no major system expansions or repairs anticipated throughout the planning horizon.

7.7. Parks and Recreation.

There are no city-operated parks and recreation facilities located in Hartwell. However, a large county-operated park, located in the city, contains a senior center and seven lighted tennis courts. In addition, there are four lighted ballfields and an administrative building. The city provides water and sewer to the park site, as well as police and fire protection. Hartwell owns the land for Cateechee Golf and Country Club, which is an Audubon Society Signature Course. The city owns the land, while the operations of the course and facilities are managed privately.

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Another privately-operated golf course, located south of Hartwell, is open to the public on a fee basis. Additional recreational facilities within close proximity to Hartwell are discussed in the Natural Resources element. A new county park facility is being located within the city limits. The 55 acre site, will include facilities for active and organized recreation, and will have walking trails, botanical garden and outdoor classroom.

Based upon standards of the National Recreation and Park Association, the city has sufficient population to warrant the provision of several types of recreational facilities. Small, dispersed recreational sites would be desirable throughout the city, especially a playground, tennis and basketball courts in the northeast portion of the city. One option for providing facilities in this densely populated portion of Hartwell is utilization of land on the unoccupied school site on Colfax Street. Various other vacant lands in the vicinity are possible site as well. Similar facilities are needed in the southwest section of Hartwell. Possible land includes the floodplain designated in the Natural Resources chapter. A small park area with benches in the vicinity of the hospital would provide a pleasant spot for employees and visitors to the area. However, the Hartwell City Council has elected not to plan for provision of recreation services since the county already provides this service with tax dollars generated by city/county residents. The Future Land Use plan does not indicate specific sites to be used for such facilities. However, recreational facilities are appropriate land uses in these areas.

7.8. Hospitals and Other Public Health Facilities.

The Hart County Hospital is a 98 bed, full service facility, which includes a twenty-four hour emergency room. As indicated in Table 7-2, the Hart County area contains the largest number of hospital beds of any of the four surrounding counties. The 4.19 beds per 1,000 persons in Hart County, is far higher than the state average of 3.93, as well as the adjoining counties. Hospital facilities are considered adequate for the planning horizon.

**TABLE 7-2
HOSPITAL AND NURSING HOME BEDS, 2000
HART AND SURROUNDING GEORGIA COUNTIES**

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COUNTY	GENERAL HOSPITAL BEDS	# HOSPITAL BEDS PER 1000 PERSONS
Elbert	52	2.31
Franklin	71	3.31
Hart	98	4.19
Georgia	-	3.93

Source: GMRDC, 2004.

The Hart County Health Department, with support of the Georgia Department of Human Resources, offers a variety of medical services some of which include well-children screenings, and vision and hearing screenings. The Hart-Franklin County Mental Health/Substance Abuse Center, located in Hartwell, provides counseling, referral, and rehabilitation services to area residents.

7.9. Nursing and Personal Care Homes.

There are no publicly sponsored nursing homes in Hartwell. Two privately-operated nursing homes provide a total of 209 beds. In addition, a personal care home in Hartwell has a capacity for nearly forty residents. A personal care home is

a residential facility...providing for compensation, productive care and oversight of ambulatory, non-related persons who need a monitored environment but who do not have injuries or disabilities which require chronic or convalescent care, including medical, nursing, or intermediate care. (State Health Planning Agency)

While the nursing home facilities are considered adequate in the short-term, local health care professionals indicate that additional personal care home facilities would be well utilized. A market study is needed, however, to determine the exact need for such facilities.

The construction and operation of health facilities, including nursing and personal care homes must receive state approval. As such, proposed facilities are subject to the certificate-of-need rules of the State Health Planning Agency. This oversight exists to prevent an oversupply of health facilities/services since an oversupply tends to increase health care costs. The State Health Planning Agency calculates allowances based on population projections of the Georgia Office of Planning and Budget. Personal care homes with fifty beds or less are exempt from state certificate-of-need requirements. In addition, a personal care home with between 51 and 150 beds is also waived

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from certificate-of-need requirements if certain criteria are met. The criteria are as follows:

- (1) No nurses station, physical therapy room, or examination rooms are allowed
- (2) The application provides documentation satisfactory to the State Health Planning Agency that the program design, including staffing patterns and the physical plant, are such to promote services which are at high quality, are cost effective, and are consistent with client needs.

7.10. Libraries and Other Cultural Facilities.

The City of Hartwell jointly funds the Hart County Library with Hart County (\$13,000 annual contribution). The facility, which is open 60 hours per week, is a vital part of several community programs and activities. The library serves as the location for GED classes, as well as for the volunteer efforts of Literacy Volunteers of America. Several organizations also utilize the library for meeting space. The library provides materials at several locations besides the headquarters. These include the Hart Detention Center, the county jail, schools, and nursing homes. In addition, books are delivered to homebound persons as necessary.

The library, located in Hartwell, has 19,990 square feet of space and 60,000 circulating items. Based upon minimum state standards of 0.7 square feet per capita, excess space exists throughout the planning horizon. The American Library Association recommends that libraries should contain at least two volumes per person. According to population projections, the library has adequate holdings through 2020. After that point, additional volumes will should be added regularly to keep up with population growth. By the year 2025, a total of 9,00 additional volumes will be needed. Purchases of additional materials are indicated in the short-term work program.

The library can also serve as a site for satellite university and technical school courses offered on-screen. The library administrator is currently seeking funding for such a program. The Short-Term Work plan indicates city support is necessary.

The Hart County Community Theater located in Hartwell produces live productions at their theater located on Depot Street in Hartwell. The theater has 151 seats and the group presents four productions per year. The Hart County Historical Society is recently restored the Teasley-Holland house, located at 416 West Howell Street, to serve as The Hart County Museum. The museum contains two permanent exhibits, one about Nancy Hart, a revolutionary war

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heroine, and a second addressing Native American culture. Additional space will be utilized for revolving exhibit space.

A privately owned art center is located in downtown Hartwell and is operated by private volunteers. The facility is only open when an exhibit takes place.

7.11. Educational Facilities.

7.11.1. Public School System.

Public educational facilities are governed by the Hart County Board of Education. There are six county public schools, three of which are elementary schools, one is a middle school, one is a high school, and one is an alternative school. One elementary school, the middle, and high school are located in Hartwell. A Pre-K, Headstart, program is operated in the city by the 9th District Opportunity.

The school age population in Hartwell is expected to rise modestly through the planning horizon to the year 2025. Based upon these projections, public educational facilities are considered currently adequate and will expand appropriately throughout the planning horizon and in accordance with the Hart County Board of Education's Five Year Facilities Plan.

7.11.2. Colleges and Universities.

Although there are no colleges or universities located in Hartwell or Hart County, several schools offering higher education are within commuting distance. The University of Georgia at Athens and Clemson University of South Carolina are both just over forty miles from the Hartwell area. Anderson College, in Anderson, South Carolina and Emmanuel College at Franklin Springs are located approximately twenty miles from the Hartwell area. Truett-McConnell College offers extension courses at a site near Toccoa in Stephens County, approximately thirty miles away. The establishment of a satellite educational site at the library, utilizing televised courses would greatly expand educational opportunities in Hartwell.

7.11.3. Vocational Schools.

Technical training is available at the Athens Area Vocational-Technical School. The facility, located in Athens, is forty miles from Hartwell. Athens Technical Institute has a satellite campus located in Elberton and Tri-County Technical Institute is located in Pendleton, South Carolina. North Georgia Technical Institute has recently opened a campus approximately 20 miles away in Stephens County.

7.12.1. Parking.

One of the major issues concerning the viability of downtowns in both large and small communities is that of parking. Regardless of whether the parking situation of downtown is a real problem or a perceived one, it is one which needs to be addressed. The City of Hartwell is no exception. The following section discusses available parking in downtown Hartwell and offers an analysis of current available parking spaces.

There are two categories of parking and uses in the City of Hartwell. The first type is on-street parking which consists of curbside, typically high turnover parking. The second type is off-street parking, which includes parking lots, both public and private, and service alleys located behind some downtown buildings. These parking areas are generally used for long term employee or customer parking.

In Hartwell, as in most communities, curbside parking is highest in demand by motorists. Curbside parking offers motorists the opportunity to park in front of their destinations. Because curbside parking is high in demand and is generally reserved for short-term stops, Hartwell should continue to enforce the two hour parking limit for curbside parking spaces.

Off-street public parking is available in Hartwell, but not to the extent of curbside parking. Two public parking lots located near the downtown square include the lot adjacent to City Hall on the corner of Howell and Carter Streets and the lot near the jail on the corner of Johnson and Carolina Streets. These lots offer 28 and 58 parking spaces, respectively. There are other off-street parking possibilities in downtown Hartwell, however they are currently private lots or vacant parcels. The parking spaces available in the two public parking lots is 86 spaces. An additional 125 (approximate) spaces are available in private, vacant, and service alley lots. These are generally under-utilized and may be potential sources for additional parking in the future. The city has also received a grant to develop an additional lot

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on Franklin Street, which will provide 46 new spaces.

According to this inventory, it appears that there is not a serious parking problem in downtown Hartwell. However, a perceived parking problem may prove to be just as pressing as an actual one. The following are suggestions the City of Hartwell may consider in addressing the issue of parking. The first suggestion is to publicize the locations and availability of parking in the downtown Hartwell area. For example, signs could be placed directing motorists to off-street parking areas. Other areas, such as service alleys, private parking lots, employee lots, and vacant lots should be marked as to whether they are available for parking by specified customers, the public at large or not at all. Articles or advertisements in the local newspaper may also be used to promote available parking areas. A Downtown Merchants' Association and/or the Chamber of Commerce, in collaboration with the City of Hartwell could create a map/brochure that outlines available parking areas, as well as noting businesses and local points of interest in the downtown area. The City of Hartwell could integrate public amenities such as parking, retail, government, and historic sites and districts into one brochure similar in format to a walking tour brochure. This type of project may be funded by grants through the Historic Preservation Fund Survey and Planning Grant or the Local Development Fund through the Department of Community Affairs. A brochure such as this would be helpful to both residents and tourists and could be distributed by the Chamber of Commerce, Hart County Museum or Historical Society, Welcome Centers, etc.

In addition, personnel working at the Hart County Courthouse should not park on the square. This would make numerous spaces directly on the square available for parking during working hours.

Other factors may influence the viability of a downtown. This includes whether the area is seen as "pedestrian friendly". The amount of curbside space and parking lots may not matter if pedestrians feel that they can not safely get from their parking space to their destination. Landscaping, street furniture, and safe crosswalks have an effect on how downtown Hartwell is perceived. Improved sidewalks linking vital areas (retail, government, historic, etc.), landscaping, pedestrian amenities (benches, waste receptacles, shade, crosswalks), accessibility, and signs indicating available parking (both private and public) may be a few improvements the City of Hartwell may consider.

7.12.2. Sidewalks.

The City of Hartwell has, over the years, invested significant resources to provide numerous sidewalks within

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the city. Existing sidewalks are presented in Map 7-4. Certain portions of the city are in need of additional sidewalks as well as modifications to existing sidewalks to meet Federal Highway Administration pedestrian standards and Americans with Disabilities Act (ADA) requirements.

Sidewalks along Athens Street from Gibson Street to Howell Street and a portion of Franklin Street have deteriorated to the point of being unsightly and unsafe. Also, most of the street corners around and adjacent to the downtown square are not accommodating to elderly and handicap persons because of a general lack of ramps and/or properly designed curb cuts. In addition, there is a great need for elderly and handicap access from the Depot Street Historic District to the main sidewalk system linking to the downtown square. This is due to a grade separation of some 2-3 feet. Currently, access to and from this area is up or down a grassed bank or by steps. The Hartwell Streetscape Revitalization Project plan also recommends additional enhancements in the area consisting of planters, assorted trash receptacles, and necessary landscaping. Details of the project are displayed in Map 8-5.

The proposed project should successfully link the historic Athens Street residential area with shopping areas, the newly restored Hart County Museum, the historic downtown square, and the historic depot area. These linkages will also be attractive to tourists who will be able to park downtown and walk the historic streets of Hartwell to various historic and cultural destinations. Overall, the proposed project will provide both tourists and residents with incentives to walk instead of drive to their destinations.

The city will continue to seek and develop funding to implement the plan, such as transportation enhancement activities (TE) funds from the federal government.

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Insert Map 7-4: Sidewalk Inventory

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Insert Map 7-5: City of Hartwell

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7.12.4. Railroads.

The Hartwell Railway provides rail service in Hart County. Rail lines are presented on the existing land use map.

7.12.5. Airports.

The nearest commercial air service to Hartwell is located in Anderson, South Carolina. The nearest public airport is located in Canon, Franklin County (Franklin-Hart County Airport) and several private airstrips are located in Hart County. Such airstrips are indicated on the existing land use map.

7.12.6. Navigable Water.

The nearest navigable river is the Tennessee River with a nine foot channel depth. A public barge dock is located at Chattanooga, Tennessee, approximately 170 miles from Hartwell. Savannah, Georgia, approximately 229 miles away, provides the nearest seaport with a maintained channel depth of 38 feet.

7.13. Urban Service Area.

The provision of water and sewer services can be considered a precursor to development, especially of the industrial and commercial variety. Denser residential development is also possible when such services are available. Water and sewer services are generally thought of a most appropriate in urban areas where the densities of development make their provision economically feasible. This does not preclude provision of water or sewerage service to rural areas, but costs can be prohibitive.

The determination of "Urban Growth Boundary Areas" within which urban services will be provided is beneficial for several reasons. First, it allows to determine those areas to which provision of these services would be most economically feasible and serve the greatest amount of development. Secondly, it provides for the preservation of prime agricultural lands as well as the rural character of the majority of Hart County.

The urban growth area is indicated as the most beneficial locations for the location of infrastructure such as water and sewerage systems. Provision of such services is not necessarily justified in all portions of the urban growth area. It is intended to serve as a general guideline. For example, within the area, certain locations may be economically served with a public water system, but not by a sewerage system, due to gravity flow complications.

CHAPTER EIGHT Transportation Element

Transportation Overview

According to the U.S. Census Bureau’s 2000 Census Data, the City of Hartwell has an estimated population of 4,188 persons and is comprised of some 4.6 square miles. The density per square mile for this area is approximately 910.4 persons and 423.9 housing units. The estimated work-eligible population (16 years and over) is 1,663; of those individuals 1,372 are in the labor force.

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

Table 8.1 provides a comparison between the City of Hartwell and statewide statistics for place of work for workers. It is important to recognize that the majority of Hartwell’s working population (84%) remained inside the county while 10% worked outside the county. Interestingly, a rather significant number (6%) of the total eligible workers traveled outside of the state for work (mainly to South Carolina). This is likely because of Hartwell’s close proximity to the state line and it’s relatively close distance to Anderson, South Carolina. By knowing where people are working transportation planners are able to better understand traffic patterns.

Table 8.1

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

	Georgia	City of Hartwell, Georgia
Total:	3,832,803	1,372
Worked in state of residence:	3,737,030	1,294
Worked in county of residence	2,240,758	1,153
Worked outside county of residence	1,496,272	141
Worked outside state of residence	95,773	78

U.S. Census Bureau
 Census 2000

Furthermore, *Table 8.2* helps to define how people chose to travel to work. This table reflects the commute travel modes for the City of Hartwell. Not surprisingly, 93.3% of all working residents traveled to work by vehicle in 2000. Of those traveling to work by vehicle, 82.3% chose to drive alone while 17.7% chose to carpool, 2.8% chose to walk or ride a bicycle to work, 0.0% chose other means, and 0.00% rode a motorcycle. Oddly, public transportation also comprised 0% of the total traveling workforce. According to recent information Hart County does operate a Rural On-demand Transit Service; which does have regular rider-ship and provides some services within the City of Hartwell.

Table 8.2

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

	Georgia	City of Hartwell, Georgia
Total:	3,832,803	1,372
Car, truck, or van:	3,525,972	1,280
Drove alone	2,968,910	1,054
Carpooled	557,062	226
Public transportation:	90,030	0
Bus or trolley bus	59,355	0
Streetcar or trolley car (publico in Puerto Rico)	843	0
Subway or elevated	20,116	0
Railroad	1,762	0
Ferryboat	382	0
Taxicab	7,572	0
Motorcycle	3,055	0
Bicycle	5,588	0
Walked	65,776	38
Other means	33,396	0
Worked at home	108,986	54

U.S. Census Bureau
Census 2000

Table 8.3 further defines the vehicle occupancy types for workers who chose to carpool. The average carpool for the City of Hartwell was 2 persons per vehicle. The data reveals that 69.9% were 2 person carpools, 26.1% were 3 person carpools, 2.7% were 4 person carpools, there were no 5 to 6 person carpools, nor 7 or more person carpools.

Table 8.3

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

	Georgia	City of Hartwell, Georgia
Total:	3,832,803	1,372
Car, truck, or van:	3,525,972	1,280
Drove alone	2,968,910	1,054
Carpooled:	557,062	226
In 2-person carpool	406,954	158
In 3-person carpool	87,725	59
In 4-person carpool	34,505	9
In 5- or 6-person carpool	18,718	0
In 7-or-more-person carpool	9,160	0
Other means (including those who worked at home)	306,831	92

U.S. Census Bureau
Census 2000

Tables 8.4 and 8.5 provide a better understanding about the average trip length (time) for workers in the City of Hartwell. *Table 8.4* reveals that the average travel time for workers was somewhere between 5-15 minutes in length for those who didn't work at home. However, a significant amount of the population (8.9%) drove less than 5 minutes, 10.1% drove 15 to 19 minutes, 10.6% drove 20-29 minutes, 3.7% drove 30-39 minutes and 3.6% drove 40 to 59 minutes to work. The maximum travel time was 90 minutes or more, which comprised only 1.6% of the working population.

Table 8.4

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

	Georgia	City of Hartwell, Georgia
Total:	3,832,803	1,372
Did not work at home:	3,723,817	1,318
Less than 5 minutes	93,446	117
5 to 9 minutes	334,403	456
10 to 14 minutes	511,628	348
15 to 19 minutes	583,820	133
20 to 24 minutes	519,875	76
25 to 29 minutes	209,374	63
30 to 34 minutes	535,531	38
35 to 39 minutes	108,867	10
40 to 44 minutes	132,121	7
45 to 59 minutes	347,610	41
60 to 89 minutes	234,588	8
90 or more minutes	112,554	21
Worked at home	108,986	54

U.S. Census Bureau
Census 2000

Table 8.5 breaks the travel time down further by observing the types of transportation utilized along with travel lengths. Some 90.5% of workers, traveling by non-public transportation means, spent less than 30 minutes traveling to work. Additionally 4.2% traveled 30-44 minutes, with the remaining 5.3 % of the population traveling 45 or more minutes.

Table 8.5

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

	Georgia	City of Hartwell, Georgia
Total:	3,723,817	1,318
Less than 30 minutes:	2,252,546	1,193
Public transportation	25,868	0
Other means	2,226,678	1,193
30 to 44 minutes:	776,519	55
Public transportation	20,442	0
Other means	756,077	55
45 to 59 minutes:	347,610	41
Public transportation	13,742	0
Other means	333,868	41
60 or more minutes:	347,142	29
Public transportation	29,978	0
Other means	317,164	29

U.S. Census Bureau
Census 2000

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

Table 8.6

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

	Georgia	City of Hartwell, Georgia
Total:	3,832,803	1,372
Did not work at home:	3,723,817	1,318
12:00 a.m. to 4:59 a.m.	108,019	46
5:00 a.m. to 5:29 a.m.	102,302	38
5:30 a.m. to 5:59 a.m.	156,682	32
6:00 a.m. to 6:29 a.m.	343,349	66
6:30 a.m. to 6:59 a.m.	422,728	222
7:00 a.m. to 7:29 a.m.	608,777	138
7:30 a.m. to 7:59 a.m.	610,869	228
8:00 a.m. to 8:29 a.m.	391,849	211
8:30 a.m. to 8:59 a.m.	187,692	63
9:00 a.m. to 9:59 a.m.	204,205	20
10:00 a.m. to 10:59 a.m.	79,927	14
11:00 a.m. to 11:59 a.m.	34,761	8
12:00 p.m. to 3:59 p.m.	219,434	111
4:00 p.m. to 11:59 p.m.	253,223	121
Worked at home	108,986	54

U.S. Census Bureau

Census 2000

Land Use and Transportation

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

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

A. INVENTORY & NEEDS ASSESSMENT

According to the University of Georgia's annual publication of *The Georgia County Guide 2004, 23rd Edition*, Hart County has approximately 676.80 miles of roadway. There is 92.29 miles of state route, 2.25 miles of interstate, 546.06 miles of county roads, and 38.45 miles of city streets that comprises Hart County's roadway network. The report indicates that these numbers represent a 1.7% increase since 1994. Of the total road mileage, 563.21 miles or 83.2 % is paved and 113.59 miles or 16.8 % is unpaved. This is an increase of 7.8% in the amount of paved mileage for the county since 1994. The GCG data further reveals that there are 27,092 registered vehicles and 17,106 licensed drivers in Hart County. These local drivers along with the countless number of visitors and tourists, who come to Hart County annually, traveled some 870,627 daily vehicle miles.

The Georgia Department of Transportation's annual 400-Series Reports for 2003, indicates that the City of Hartwell has approximately 41.51 miles of roadway. There is 6.64 miles of state route, 4.69 miles of county roads, and 30.18 miles of city streets that comprises Hartwell's roadway network. The report indicates that these numbers represent a 5.73% increase since 1990. Of the total road mileage, 41.21 miles or 99.3% is paved and 0.30 miles or 0.7% is unpaved. This is an increase of 5.53% in the amount of paved mileage for the city since 1990. The total daily vehicle miles traveled in the City of Hartwell for 2003 was 87,252 miles. This represents a 24.8% increase from 1990.

Currently, the City of Hartwell has no airport or transit system, and navigable waterway systems are restricted to the Lake Hartwell area on the fringes of town. Airport services are obtained through the Franklin-Hart County Airport, which is located in the City of Canon, Georgia. Hartwell receives transit services via a rural on-demand transit service (US DOT 5311- Rural Transit Program), which is owned and operated by the Hart County government. Sidewalks are available within the City of Hartwell, however some areas are in disrepair and/or need upgrading to more modern facilities. There is only one recreational pedestrian walking trail and one officially designated bike routes/trails within the City. Hartwell does have railroad access for freight movement, yet there is little to no activity on the system within the city limits.

Roadways

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

Functional Classification

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a roadway network. Functional classification is routinely used for planning roadway system development, determining the jurisdictional responsibility for particular systems, and fiscal planning. Therefore, understanding the function of a road is critical to the transportation planning process. The parameters established by a road systems function will greatly impact the need for future improvements to the system.

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

**Table 8.7
Types of Functional Classifications**

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

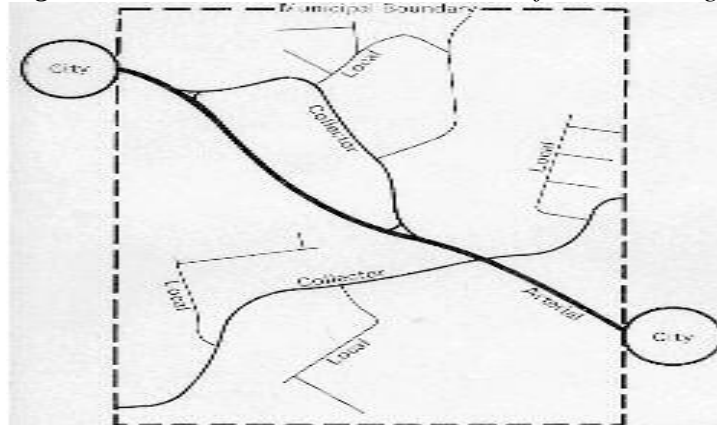
Source: GDOT, Office of Transportation Data

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

Generally, most roadways fall into one of four broader categories-- *principal arterial, minor arterials, collector roads, and local roads*. **Arterials** provide longer through travel between major trip generators (larger cities, recreational areas, etc.); and **collector** roads collect traffic from the local roads and also connect smaller cities and towns with

each other and to the arterials; finally, **local** roads provide access to private property or low volume public facilities. *Figure 8.1* below, shows a diagram map of these four categories.

Figure 8.1: Illustrates Functional Classification Categories



Arterial Roadways

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

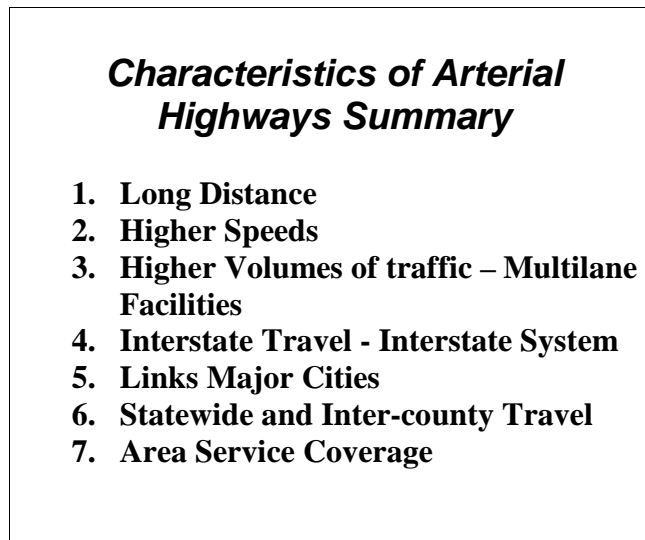
Principal (major) arterials serve major activity centers and major corridors within a community or defined area and typically have the highest traffic volumes. These roadways carry a large proportion of trips with origins and destinations within the surrounding region. They also serve to move thru-traffic into and out of the region or area by connecting them to other communities. These roadways may provide access to private property or be a controlled access facility. Typically, these facilities have 100 to 200 feet right-of-way, four or more lanes, and may be divided by a median or some type of barrier. Speeds are generally high- ranging from 45 mph to 70 mph. Interstates and freeways are the best example of such road systems.

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

road system should, in conjunction with the principal arterial system, form a rural network having the following characteristics:

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

*Figure 8.2:
Illustrates
Rural Arterial
Characteristics*



According to the most recent data available for the City of Hartwell, there are portions of two roadways that are classified as arterial roads. All are classified as Minor Arterials. There are no roads classified as principal arterials or major roadways. Below you will find a break down of these roadways and their assigned class:

- 🕒 **Principal Arterials (PAR)**
 - *None*
- 🕒 **Minor Arterials (MAR)**
 - *SR 8/Franklin and Athens Streets*
 - *SR 77/Benson and Howell Streets*

Collector Roadways

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

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

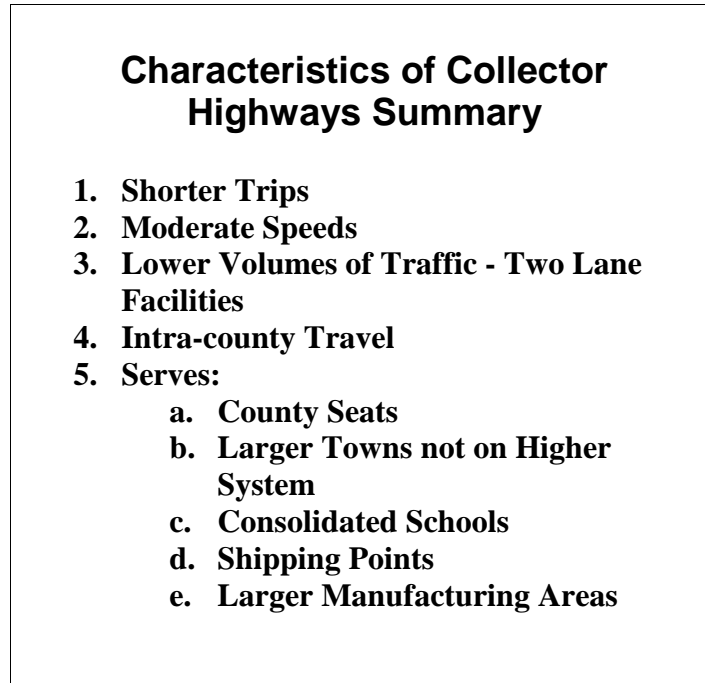
There are two types of Collectors: major collectors and minor collectors- although there are only slight differences between the two.

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

- *SR 51/Chandler Street*
- *SR 172/Webb Street*
- *CR 502 Forest Avenue & Vickory Street*

Minor Collector routes should: (1) Be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road; (2) provide service to the remaining smaller communities; and (3) link the locally important traffic generators. Currently, there are no Minor Collector Roads (NMCs) within the City of Hartwell.

*Figure 8.3:
Illustrates
Rural Collector
Characteristics*



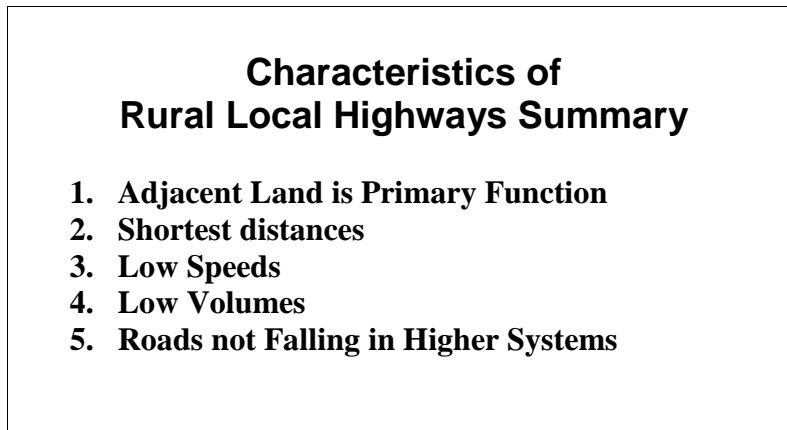
Local Roadways

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

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

The rural local road system should have the following characteristics: (1) Serve primarily to provide access to adjacent land; and (2) provide service to travel over relatively short distances as compared to collectors or other higher systems. Local roads will, of course, constitute the rural mileage not classified as part of the principal arterial, minor arterial, or collector systems.

Figure 8.4:
Illustrates
Rural Local
Characteristics



Road System Inventory

The majority of all roadways in the City of Hartwell are functionally classified as local roads. Hartwell’s remaining roadways are classified respectively as follows: major collectors- rural; minor collectors- rural; minor arterials- rural; and principal arterials- rural. *Table 8.8* indicates the major road inventory for the City of Hartwell with corresponding classifications, number of lanes, and agency jurisdiction/responsibility.

**Table 8.8
Major Road Inventory By Functional Classification,
Number of Lanes, and Jurisdiction-
City of Hartwell**

Road Number	Name of Roadway	Descriptions (From/To)	Functional Classification	Number of Lanes	Jurisdiction
SR 8	Franklin & Athens Streets	City limits to City limits	Major Arterial (MAR)	2	State
SR 51	Chandler Street	City limits to City limits	Major Collector (MCR)	2	State
SR 77	Benson & Howell Streets	City limits to City limits	Major Arterial (MAR)	2	State
SR 172	Webb Street	City limits to SR 77	Major Collector (MCR)	2	State
CR 502	Forest Avenue & Vickory Street	From Opal Ext to SR 51	Major Collector (MCR)	2	Local
CS ???	Johnson Street		Local Road (LOC)	2	Local
CR ???	Ridge Road		Local Road (LOC)	2	Local
CS ???	Fairview Avenue		Local Road (LOC)	2	Local

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

Traffic Counts

Table 8.9 provides the most current traffic counts available for the City of Hartwell. Annual Average Daily Traffic (AADT) is the total volume on a roadway segment for one year divided by the number of days in the year. The AADT estimates are shown on the AADT MAP. All traffic count data is provide by the Georgia Department of Transportation and generated using data elements contained in the MTPT evaluation conducted during this study. For further details refer to *Appendix A*.

**Table 8.9
2002 Traffic Counts
Major Roads in City of Hartwell**

Road Number	Road Name	F.C.	AADT
SR 8	Franklin & Athens Streets	MAR	19,400
SR 51	Chandler Street	MCR	9,600
SR 77	Benson & Howell Streets	MAR	7,100
SR 172	Webb Street	MCR	3,900
CR 502	Forest Avenue & Vickory Street	MCR	4,900

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

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

Levels of Service

The Florida Department of Transportation’s Quality/Level of Service Handbook, 2002 Edition best defines Level of Service (LOS) as “a quantitative stratification of the quality of service” for a segment of or an entire roadway. Quality of Service (QOS), likewise, is defined as “a traveler-based perception of how well a transportation service or facility operates.” In more simple terms, Level of Service (LOS) is a measurement of how well a roadway segment or intersection operates. There are six levels involved in such evaluations. These quantitative stratifications are represented as alphabet characters and range from A (best) to F (worst), and each letter represents a capacity of service based upon established characteristics and average travel speeds (ATS). Florida’s Q/LOS

Handbook’s Rural Undeveloped and Rural Developed characteristics best describe the typical roadways in the City of Hartwell. Thus, these were applied during the evaluation process for the purpose of this document. *Table 8.10*, provides a listing of the LOS thresholds, which were used for the evaluation of services. The more uniform, 2000 Highway Capacity Manual (HCM 2000) characteristics are more applicable to Urbanized area and do not take into account the rural factors which impact the City of Hartwell, and thus were not utilized for this analysis.

**Table 8.10
Rural Levels of Service (LOS) Thresholds**

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

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

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

The City of Hartwell desires to maintain an overall level of service (LOS) of “D” or better for all major roadways within the system, with an optimal LOS of “C” or better. An analysis of the network reveals that most roadways exceed this standard, however, there are a few that fall below the desired LOS. *Table 8.11*, below, provides an overview of the LOS Analysis and recommendations for action for the major roadways inventoried under this plan. For a detailed analysis for these facilities, as well as for all local roadways evaluated for the City of Hartwell, please refer to *Appendix A*.

**Table 8.11
Levels of Service and Required Actions
for Major Roads in City of Hartwell**

Road Number	Road Name	F.C.	Current LOS	10 Yr LOS	20 Yr LOS	Action Required
SR 8	Franklin & Athens Streets	MAR	D,E,F	~	~	N
SR 51	Chandler Street	MCR	B,C,D	B,D,~	D,~	N,M,L
SR 77	Benson & Howell Streets	MAR	C,D	~	~	N
SR 172	Webb Street	MCR	B	B/C	D,E	L
CR 502	Forest Avenue & Vickory Street	MCR	B,C	B,C,D	D,E,~	M,L

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

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

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

System Deficiencies

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

Existing Conditions

Currently, most road systems within Hartwell’s road network operate at a Level of Service (LOS) rating of “C” or better. There are however several roads which operate at unacceptable Levels of Service. SR 8/Franklin and Athens Streets has a current LOS rating of “D”, “E”, and “F” through town. SR 51/Chandler Street from SR 8/Franklin Street north to West Johnson Street operates at an LOS “D”. SR 77/Howell Street from the west City limits to SR 8/Athens Street operates at an LOS “D” and SR 77/Benson Street from Howell Street south to the City limits also operates at an LOS “D”. SR 172/Webb Street and CR 502/Forest Avenue & Vickory Street both function at an LOS rating “C” or better. All other roads operate at an LOS rating “B” or better.

10-Year Projections

During the 10-year traffic forecast, SR 8/Franklin & Athens Streets continue to deteriorate throughout town. SR 51/Chandler Street deteriorates in sections to LOS “D” or below. Likewise, SR 77/Benson & Howell Streets deteriorates to LOS “D” or below. SR 172/Webb Street maintains LOS rating “B” in some areas but drops to LOS rating “C” in others. CR 502/Forest Avenue & Vickory Street continues to maintain an LOS rating of “C” or better in most areas but falls to an LOS “D” from SR 8/Franklin Street north to Banks Street. All remaining roadways maintain an LOS rating of “C” or better.

20-Year Projections

During the 20-year traffic forecast, LOS ratings drop significantly for SR 51, SR 172, and CR 502. SR 51/Chandler Street north of SR 8 drops to an LOS rating “D” and below for its entire length through town. SR 172/Webb Street drops to LOS “D” and below for its entire length through town. CR 502/Forest Avenue & Vickory Street drops to LOS “D” or below for its entire route. Both SR 8 and SR 77 continue to deteriorate and congestion mounts. All remaining roadways maintain an LOS rating of “C” or better.

Roadway Improvements

As previously mentioned under *Table 8.11*, the system analysis for the City of Hartwell evaluated the road network for needed improvements and identified several roadways, which required either minor or major improvements. These recommended improvements were listed as being needed immediately or in the near, medium, or long term range in order to meet the established Level of Service goals for the county. Minor improvements are defined as facility improvements such as road widening of the average lane width up to 12-feet and shoulder widths up to 6 feet. Major improvements are defined as facility improvements with additions of: (1) a passing lane for two-lane facilities; and/or (2) one or more additional lane(s) in each direction (total of two more lanes) if a multilane or freeway facility.

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

- ☺ SR 8/Franklin & Athens Streets
- ☺ SR 51/Chandler Street
- ☺ SR 77/Benson & Howell Streets
- ☺ SR 172/Webb Street
- ☺ CR 502/Forest Avenue & Vickory Street

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

Surface Conditions

Beyond the basic safety condition of the roadway, the City of Hartwell should provide street surfaces on which drivers are comfortable. Street “ride-ability” (surface condition) can be rated using trained observer ratings or by mechanical roughness measuring devices. For instance, the visual rating scale provided in *Table 8.12* could be applied from an automobile:

**Table 8.12
Rating Scale for Street Ride-ability**

Condition	Description
1	Smooth
2	Slightly Bumpy
3	Considerably Bumpy
4	Severe jolt or potential safety hazard

Source: Hatry et al. 1992

Pavement Maintenance and Resurfacing

The maintenance of local roads is often ignored or under-funded by many local governments. Maintenance costs of the local road system tend to mount, and the problems increase when local officials defer maintenance for “just one more year.” The City of Hartwell needs to know when to carry out road maintenance and rehabilitation projects to upkeep the local road system. If improvements are not conducted in a timely manner when needed, the quality of local roads decreases and the cost to repair or rehabilitate the roads increase. For instance, it costs more to rehabilitate a road if the City delays until a street is in very poor condition (Bailey et al. 1986). Also, the cost escalates three, four, or five times higher each time the project is delayed. For this reason, a pavement maintenance system is desirable; such systems are available to most local governments at a reasonable cost.

Surface treatment, crack filling, and pothole filling are a routine part of a pavement management program. Surface treatment consists of a thin coating of asphalt with stone chips rolled in; this treatment will give a five-year life under moderate traffic conditions. Crack filling is needed to prevent water from entering the base and weakening the street. Proper crack filling requires a “sufficient depth of a compressible, expandable asphalt-based material that adheres thoroughly to the sides of the crack” (Bailey et al. 1986). The city’s pavement maintenance program should also included correction of any soft spot locations (weak base) and the routine filling of potholes.

Bridges

The City of Hartwell currently has no locally owned structures that meet the state qualification to be classified as bridge/culvert structures. There are no known bridges/culverts owned by other government entities within the city limits.

It must be noted that more bridge/culvert structures exist throughout City of Hartwell. There are privately owned structures and other structures that may be considered bridges/culverts. However, these structures do not meet the established criteria to be classified under the state law of what is considered to be a “bridge structure,” therefore they are excluded from consideration. Additionally, there are several bridges that are owned and maintained exclusively by the state. All routine inspections are conducted on a two-year schedule and performed by certified bridge inspectors of the Georgia Department of Transportation. The City of Hartwell receives a report from GDOT at the end of each cycle, which details the status of each structure. Hartwell and GDOT work cooperatively to ensure that necessary bridge repairs are conducted. These work projects are scheduled into the Georgia Statewide Transportation Improvement Program. This program establishes funds to cover the expenses for federal aid and state aid projects.

Signal Warrants and Traffic Control

Currently there are no local owned and operated traffic signals other than stop signs located within the planning area. All signalized intersections within the City limits are located along state routes and are exclusively owned and operated by the Georgia Department of Transportation. For a locations of and Levels of Services these intersections please see the attached Intersection LOS Map.

All traffic signals at intersection with state routes are owned and maintained by the Georgia Department of Transportation. Traffic controls are generally required to conform to the standards and guidelines established under the Manual of Uniform Traffic Control Devices for Streets and Highways. Any future additions in traffic signals, which may become necessary during the planning horizon (determined by a signal warrant), will most likely occur at intersections of state routes and local roads, thereby becoming GDOT's responsibility.

Roadway Signage

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

Street Lighting

The City needs knowledge about where the greatest street lighting needs are before it can improve the current street lighting system. Total annual cost of operation is an important consideration in determining whether to provide nighttime visibility via street lighting. The necessary visibility will vary depending on the classification of the roadway. Streetlights should be required to conform to construction standards and specifications for light levels, glare reductions, uniformity, and color.

Accident Data and Safety Hazards

Traffic accident data for the City of Hartwell was available through the Georgia Department of Transportation using the MTPT software. This program utilizes the most recent data (1997) available for use according to GDOT. For further information about locations, frequency, and crash zones please refer to attached Accident Maps. The Hart County Sheriff's Department was contacted for more recent data however such data was not available at the time of this document.

Traffic Accidents can happen for a variety of reasons, but those resulting from physical upkeep or maintenance of roads can include street surface condition (e.g., potholes, severe bumps, drainage problems, etc.), traffic controls being absent or not visible, and view obstructions. Data on the various causes of accidents have not been compiled here. Other data suggests that most accidents occur during the hours of 7 a.m. and 5 p.m.

Public Transit

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

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

Airports and Air Transportation

The City of Hartwell does not have an airport facility and is currently serviced by the Franklin-Hart County Airport located in Canon, GA. The airport is owned and operated by the Franklin and Hart Counties and thus fall outside the scope of this document. There are no plans to establish an airport facility within the city limits of Hartwell.

Parking Facilities

Over the years, on-street parking has been a vital issue for the city's central business district. Currently the city owns and operates 331 on-street parking spaces. The City of also owns and operates two parking facilities. They are located in empty lots off SR8/Franklin Street. One is located across from the existing courthouse between the post office and Forest Avenue and the other is located on the west side of Carolina Street between Franklin Street and Johnson Street. In addition, it utilize a third parking facility, privately owned by the Hartwell First Baptist Church, is utilized for the purpose of providing a park-and-ride facility for carpooling jurors during Court operation hours. These facilities are sufficient to meet the bare minimum service needs for all government/public facilities at this time. At this time there are discussion and/or plans to construct additional parking areas or facilities; possibly a larger parking deck to better accommodate current and future demands. The city recognizes that businesses, residents and visitors rely on these facilities heavily for accessing the downtown business district and values their desires to have safe, convenient parking within the city. Therefore, as future growth and expansion occurs the city will continue to actively and aggressively

address related parking needs and provide the necessary resources to maintain adequate parking within the city.

Pedestrian Pathways: Sidewalks and Recreational Trails

Currently, the City of Hartwell owns and maintains numerous pedestrian facilities located throughout town. The City recognizes the intrinsic value of these facilities and as a result has developed a Community Master Plan for improving pedestrian access and aesthetics within the city limits. For location of these facilities please refer to the Existing Sidewalks Map on the following page. Other sidewalks may exist within the City of Hartwell, however, they are privately owned and maintained, and therefore, they are outside the scope of this documents evaluation.

Pedestrian Facility Recommendations

Whether performing improvements to existing sidewalks or designing new pedestrian facilities, efforts should be made to create a pleasant and safe walking experience for all users. The following recommendations are made to help in achieving this goal.

Existing Sidewalks

Sidewalks throughout the planning area should be in compliance with the Americans with Disabilities Act (ADA). Adequate curb cuts and railings (if necessary) should be installed. Repairs to cracked and deteriorating concrete should be made on a regular basis. Children and older adults are often the largest users of sidewalks. This group of pedestrians may have mobility issues that would be made more difficult by uneven pavement. For safety, sidewalks should be in good condition.

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

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

New Sidewalks

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

New sidewalks should extend existing sidewalks to local schools, parks, recreation centers, institutions, and commercial activity nodes. GDOT recommends that, whenever possible, sidewalks should be located on both sides of the street. Where sidewalks have not previously existed, constructing sidewalks on one side of the street is acceptable for the short-term. As with improvements to existing sidewalks, new sidewalks should be ADA accessible and have a planting strip.

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

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

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

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

a glow that can hamper the vision of pedestrians and cyclists. In addition, it becomes necessary to add more lighting, which raises the cost. It is recommended that light fixtures be positioned for maximum effectiveness, thereby increasing the quality of the pedestrian experience and decreasing the cost to the community and the negative impacts of environmental or light pollution.

Other Alternate Mode Recommendations

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

Multi-use Trails and Paths

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

Bicycle Travel

Bicycle users have various levels of expertise, which makes different types of facilities more desirable. Cyclists are typically separated into three groups: Type A, Type B and Type C. These types are described in the AASHTO Guide for the Development of Bicycle Facilities as follows:

- Type A Cyclists: Advanced or experienced riders who generally use their bicycles as they would a motor vehicle.
- Type B Cyclists: Basic or less confident adult riders who may also be using their bicycles for transportation purposes, e.g. to get to the store or visit friends, but prefer to avoid roads with fast or busy motor vehicle traffic unless there is ample roadway width to allow easy overtaking by the faster traveling motor vehicle.
- Type C Cyclists: Children, riding on their own or with parents, who may not travel as fast as their adult counterparts but still require access to key destinations in their community, such as schools, convenience stores and recreation facilities.

Cyclists desire safe routes to go to work and school, complete errands, and ride for health and recreational reasons. Cyclists are also discouraged from riding on sidewalks, which can create safety hazards for pedestrians. In order to provide safe and attractive routes for cyclists, bike routes should be recommended for local designation. There are several

acceptable ways to delineate a bikeway. These different types depend greatly on the volume and speed of traffic and are typically chosen during the design phase of the bikeway project.

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

- Georgia Bicycle and Pedestrian Plan, Georgia Department of Transportation;
- Pedestrian and Bicycle Information Center;
- Federal Highway Administration (FHWA), and
- American Association of State Highway and Transportation Officials (AASHTO).

The simplest type of bikeway is a paved shoulder. Especially in rural areas, AASHTO suggests that paved shoulders of a four-foot width minimum can act as a bicycle facility. GDOT has guidelines available for signing a bike route. It is recommended that all routes, whether they are a paved shoulder or striped bike lane, be signed. Type A cyclists are typically comfortable with this type of bikeway, but Type B and Type C cyclists may not prefer it.

The next level of bikeway is a wide outside lane or shared lane. As the name suggests, bicyclists share the outside lane of traffic with motorists. Generally the minimum width of an outside lane must be 14-feet and should not include the gutter pan. It is acceptable to reduce the width of an interior lane of traffic in order to provide for a wider outside lane according to AASHTO. This allows for safer bicycle travel without widening the roadway.

The final on-road bikeway is the bike lane. A bike lane is a striped separate lane designated solely for bicycles. A minimum four-foot wide lane is acceptable for lanes with no curb, gutter or parking. A minimum of five-feet is necessary for lanes that are adjacent to parking. In some situations where bicyclists must share the lane with parallel parking areas, a minimum of 11-feet is necessary for lanes with no curb and 12-feet for lanes with a curb face. Bike lanes require a solid white line stripe to separate it from vehicular traffic.

An additional off-road bikeway is a separated lane. This lane is located adjacent to a road and may have a planting strip or cement wall between the lane and road. The less-experienced Type B and Type C cyclists favor the security of this type of bikeway. These are used most often for recreational use in Georgia and none are recommended in this plan.

For cyclists to be able to use their bikes for daily activities, it is necessary to provide bike racks in public areas such as schools, government buildings, parks, and commercial activity centers. Bike racks should support a bicycle in two places and prevent the wheel from tipping. All racks should be anchored so that they cannot be stolen. Racks should be located near the entrances of buildings and under cover, if possible.

The City of Hartwell has one bike facility within the city limits. State Bike Route 85/The Savannah River Run Corridor (SR 77) is currently the only officially designated route for bike riders in Hart County. This route begins in Savannah, Georgia and extends northward thru 15-counties, including Hart County, and end at the Georgia/North Carolina state lines in Rabun County. The total mileage for the route is 314 miles. In addition, there are plans under the Georgia Mountains Regional Bicycle and Pedestrian Plan to create one additional route along SR 8 in Hartwell. This route would be a connection between Hartwell and Gainesville, Georgia with possible connections on into Anderson, South Carolina.

8.3 Community Goals and Strategies

The Comprehensive Plan's Transportation Element for the City of Hartwell represents an effort to define a set of transportation programs and projects that address existing and future transportation needs within the community. The plan's recommendations will guide future transportation investments and provide mobility solutions to accommodate population and employment growth in this area.

Thoughtful goals and effective performance measures ensure a long-range, needs-based perspective that assists in effectively identifying and implementing appropriate transportation initiatives for the City of Hartwell. The goals and performance measures must be compatible in order to develop a transportation network that also addresses regional needs.

Performance measures are necessary tools in needs-based plan development because they can track performance over time and assist in identifying improvements. They provide accountability and link strategic planning to resource allocation. By defining specific performance measures, Hartwell will be able to measure the effectiveness of selected projects and programs in meeting goals. Performance measures as a package indicate the extent to which the current and recommended programs help achieve established goals.

The federal Transportation Equity Act for the 21st Century (TEA-21) emphasizes that transportation infrastructure investment should be driven by the need for improvement. The goals and performance measures established for the City of Hartwell were designed to meet the community's specific transportation needs, while simultaneously incorporating sensitivity to the transportation efforts of the region's multiple planning partners. The goals and performance measures for the area, provided in *Table 8.13* consider the objectives outlined in the GMRDC's Regional Comprehensive Plan.

**Table 8.13
Goals and Performance Measures**

Goals	Performance Measures
<ul style="list-style-type: none"> • Improve accessibility and mobility of people and goods. 	<ul style="list-style-type: none"> • MTPT 2025 roadway LOS C or better. • Provides alternative roadway connections with capacity for high volume flows.
<ul style="list-style-type: none"> • Enhance Safety 	<ul style="list-style-type: none"> • Will reduce accident occurrences. • Locations with significant numbers of correctable vehicle crashes. • Provides additional improvements to pedestrian facilities for activity centers. • Provides additional bike lanes or separated bike paths along corridors with high vehicle/bike friction.
<ul style="list-style-type: none"> • Preserve and improve the existing system, environment, and quality of life. 	<ul style="list-style-type: none"> • Present serviceability ratings (PSR) of 3.0 or above. • Bridge sufficiency ratings above 75. • Number of actively protected wetlands and historic areas protected from encroachment from transportation projects. • Burdens or benefits to environmental justice communities. • Number of pedestrian facilities for activity centers. • Connectivity of bike facilities to regional network. • Percent of area served by transit. • Number of design features that encourage transit patronage.
<ul style="list-style-type: none"> • Ensure multi-jurisdictional coordination to facilitate interregional connectivity and foster regional economic development. 	<ul style="list-style-type: none"> • Ongoing communication between regional jurisdictions. • Number of alternative roadway connections between jurisdictions with capacity for high volume flows.

Goals and Performance Measures

Four Transportation planning goals have been established for the City of Hartwell. The first goal is to improve accessibility and mobility of people and goods. The accomplishment of this goal will be measured by establishing a threshold for 2025 roadway LOS C or better and monitoring performance roadway levels of congestion. The number of alternative roadway connections with capacity for high volume flows will also serve as a measure of transportation access and mobility.

The second goal is to enhance safety. The achievement of this goal will be measured by: (1) monitoring and reducing accident rates, and (2) monitoring and reducing the number of locations with correctable vehicle crashes. Other performance measures for this goal include increasing the number of pedestrian facilities for activity centers, and the number

of miles of bike lanes, or separated bike paths along corridors with high vehicle/bike friction.

Thirdly, the City of Hartwell will preserve and improve the existing system, environment and quality of life by monitoring performance measures such as present serviceability ratings for pavement, bridge sufficiency ratings, the number of wetlands and historic areas protected from encroachment from transportation projects, and burdens on and benefits to environmental justice communities. This goal will also be measured by the number of pedestrian facilities for activity centers, connectivity of bike facilities to the regional network, the percent of area served by transit, and the number of design features that encourage transit patronage.

Finally, the fourth goal is to ensure multi-jurisdictional coordination to facilitate interregional connectivity and foster regional economic development. Achievement of this goal will be measured by the level of ongoing communication between regional jurisdictions and the number of alternative roadway connections with capacity for high volume flows.

Ensuring that the goals for the City of Hartwell are achieved requires an accurate inventory of the existing transportation infrastructure and a detailed analysis of the operating conditions and services for inventoried facilities. Both of these were conducted early in the planning process and are outlined in previous sections.

Future growth forecasts are essential for developing long-range transportation plans to determine overall needs and the level of transportation strategies required to meet those needs. Transportation planning is an ongoing process where planning factors, such as growth and the assessment of needs, are periodically monitored and reevaluated. The rapid growth in this area requires an effective monitoring and update function of the planning process. Planning assumptions and transportation strategies must be evaluated periodically, as needed.

Decision Context

As the planning process entered the project development phase, a “decision context” within which strategies would be recommended was developed. To ensure that the overall goals for the City of Hartwell are achieved, recommended programs and projects should work to achieve established goals. Whether or not the goals are successfully achieved is assessed objectively by comparing existing and future conditions, using the defined set of performance measures and thresholds.

Four primary “decision context” questions were used to examine potential projects before developing the preferred program of projects:

1. Do the strategies meet the plan’s goals and objectives?

The recommended program should demonstrate, through specific performance measures, that the plan’s goals and objectives have been met.

2. Are the strategies appropriate and proportional to needs?

Specific performance measures are useful tools for evaluating plans, but may not tell the whole story. Strategies must not only be effective, but also appropriate and proportional to needs.

3. Are strategies cost-effective?

Federal law requires transportation plans to be fiscally constrained. Nevertheless, detailed scrutiny is required to ensure the best possible use of financial resources.

4. Are other options viable?

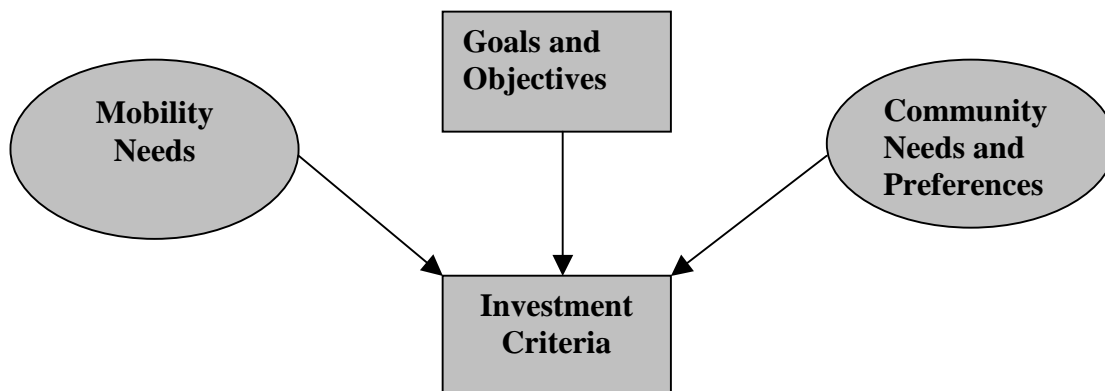
All viable options must be considered. Population and employment densities determine cost-effectiveness. System optimization improvements, such as improving intersection Geometrics and signal timing are low-cost options to alleviate localized congestion.

Investment Criteria

Investment criteria guide the transportation planning process and provide a framework for the development of programs and projects. Within the decision context, financial effectiveness analysis is conducted based on identified established investment criteria. Investment criteria ensure that the counties gain the most cost-effective improvements when developing a program of projects.

Community needs and preferences were defined through a series of discussions with community stakeholders and other public involvement efforts. Mobility needs were identified through technical analysis.

**Figure 8.4
Development of Investment Criteria**



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

**Figure 8.5:
Investment
Criteria:**

- ③ *Efficiency improvements*
- ③ *Mobility options*
- ③ *Congestion relief*
- ③ *Accessibility to interstates and major highways*
- ③ *East-west connectivity*
- ③ *North-south connectivity*

Using previously described investment criteria; potential improvement strategies were initially identified and applied to the transportation system. Lower-cost improvements addressing system efficiency or travel demand were considered prior to more costly strategies. Where less expensive measures do not provide adequate improvement, increased system capacity solutions were considered. Finally, the package of improvements in each program category (such as roadway, transit, and bicycle/pedestrian) is evaluated to ensure that transportation improvements work together to define a fully integrated multi-modal transportation system.

Coordination with Regional Planning

The Georgia Planning Act was adopted by the General Assembly in 1989 as a means to encourage better management of growth in the booming areas of the state, while encouraging the less prosperous parts to avail themselves of opportunities for growth. The Planning Act established a coordinated planning program for the State of Georgia, which provides local governments with opportunities to plan for their future and to improve communication with their neighboring governments. The Act established a "bottom-up," comprehensive planning approach initially to be conducted at the local government level, and then at the regional and state levels. The Planning Act also assigns local governments certain minimum responsibilities to maintain "Qualified Local Government" (QLG) status, and thus, be eligible to receive certain state funding.

The cornerstone of the coordinated planning program is the preparation of a long-range comprehensive plan by each local government in the state. This plan is intended to highlight community goals and objectives as well as determine how the government proposes to achieve those goals and objectives. City and county plans are then used as the basis for a regional development plan.

Regional Development Centers (RDC) are charged with the responsibility of promoting the establishment, implementation, and performance of coordinated and comprehensive planning by municipal and county governments. The RDC is expected to plan for

conformity with minimum standards and procedures established by the Planning Act. As the designated RDC for the Georgia Mountains area, the Georgia Mountains Regional Development Center addresses regional issues and mobility needs through planning efforts that culminate in the development of the Regional Comprehensive Plan. The City of Hartwell should continue to work closely with the RDC and other municipalities and local governments in surrounding communities to ensure regional coordination in the development of these plans.

To address regional transportation planning impacts, Hart County and Hartwell must work closely with the GDOT Office of Planning and the GDOT District One Office in Gainesville, Georgia. GDOT's Office of Planning assigns specific planning resources to ensure a regional and statewide perspective in planning for Hart County. The GDOT District One Office also offers personnel and other resources to bring regional and local perspective to the transportation planning process. Transportation solutions are identified for Hart County and other counties through the development of improvement projects included in the six-year GDOT Construction Work Program (CWP) and the three-year Statewide Transportation Improvement Program (STIP).

Transportation Investment Strategies

An inventory of potential strategies was evaluated for the purpose of developing this document. These strategies have the potential to reduce congestion, increase capacity, and improve the quality of life for the City of Hartwell in the future. Programs and projects to address identified needs in the City were drawn from the three classifications presented below.

- Growth Management
- Safety and Operations
 - Traffic System Operations Optimization
 - Intersections and Interchanges
- Infrastructure Enhancements
 - Local Transit
 - Roadway Projects
 - Pedestrian and Bicycle Improvements

Growth Management

Despite the population growth projected for the City of Hartwell over the next 30 years, reduced traffic congestion and improved quality of life can be achieved by managing the type and location of growth. Planning the location of community activities and services closer to neighborhoods and one another could substantially reduce vehicle trips. Mixed land use planning on a regional, community, and activity center level will improve accessibility to major destinations. By clustering or mixing uses in a small area, community residents have access to most of their daily needs within a short multi-

purpose drive, bicycle ride, or walk from home. Schools, shopping centers, and places of employment are popular destinations and should be developed in locations providing maximum accessibility by the residents of the community or region.

An essential tool in controlling transportation demand, land use regulations such as zoning or subdivision development codes can enable growth, while reducing traffic congestion throughout Hartwell. Traffic congestion will decrease as vehicle trips shorten and transit, bicycling and walking become viable travel options as strong growth management efforts are pursued.

Safety and Operations

Non-capacity adding projects, such as safety and operational projects, can address specific location or community needs. These improvements address the need to maximize the efficiency and safety of the existing roadway network as a foundation for providing an overall transportation system that meets future demands. Safety and operational projects normally address issues such as sight distance limitations, sharp turning radii, intersection angles, and signage placement. The projects are essential to meeting the transportation needs of the community without adding roadway capacity. The safety and operations category is a key element of the recommended program of projects.

Traffic System Operations Optimization

Small-scale improvements can be incorporated into the existing roadway network to improve the flow of traffic, and they usually have a relatively short completion schedule and lower cost than roadway widening or new construction. Whenever possible, traffic operation improvements should be considered before determining the need for a widening or new construction project. Traffic operations can be optimized in many ways, including providing inter-parcel access, adding medians, closing curb cuts (driveways), adding turn, acceleration or deceleration lanes, or installing or upgrading traffic signals. Coordinated signal timing plans link together the operations of a series of traffic signals located close enough together to impact traffic conditions along an entire corridor. Developed to vary by time of day and day of week, coordinated signal timing plans improve the efficiency of signal operations along congested corridors, increasing the corridor's effective capacity by ten to fifteen percent.

Intersections and Interchanges

Another transportation improvement strategy that addresses safe and efficient travel on the roadway network is the improvement of intersections and interchanges. Many transportation conflicts resulting in congestion and safety issues are found at intersections and interchanges. Their improvement is vital to the safety and efficiency of the transportation network and builds a foundation for a network that meets future demands.

Intersection improvements can correct roadway deficiencies, increase safety, and result in increased capacity without the need to widen or make additional improvements to the roadway. Intersections with high crash rates or severe congestion should be considered for improvements. In addition to intersection improvements, the conversion of critical intersections on high volume roads into interchanges provides effective capacity increases along corridors.

Infrastructure Enhancements

The need to maximize the effectiveness of existing roadway infrastructure is critical in maintaining an efficient transportation network. Potential infrastructure improvements include transit systems, roadway projects, bike and pedestrian facilities, and other strategies requiring capital investment.

Local Transit

The implementation of multi-modal alternatives offers potentially sound solutions to meet the region's transportation needs. Demand response local transit can extend the useful life of the expensive roadway infrastructure and offer commuters a safe and convenient ride to work that, when all factors are considered, is cost-effective for most commuters.

Roadway Projects

Roadway improvements identified through the roadway analysis and public involvement process are the central feature of the long-term planning effort. Additional roadway projects that increase levels of service, reduce congestion, and improve safety become the foundation for meeting transportation needs over the planning period, but may be subjected to air quality emissions testing conducted region-wide.

The City of Hartwell is actively pursuing the development and maintenance of a road network that accommodates continuing growth. A list of current and future projects was discussed in earlier sections and in the sections: Improvement Projects and Potential Funding Sources listed below. You may also refer to Appendix A for further details.

Pedestrian and Bicycle Improvements

Used for recreation as well as transportation, pedestrian and bicycle facilities serve as an integral element of a multi-modal transportation network. Pedestrian and bicycle facilities are vital for providing links to transit, accommodating short trips between neighborhoods and community facilities, and providing circulation between land uses in denser activity centers. The connection of neighborhoods to activity centers, such as employment centers, community facilities, and retail opportunities, by way of pedestrian and bicycle facilities, will improve resident accessibility to these locations. Demand for bicycle and pedestrian facilities have grown substantially since the inception of ISTEA and TEA-21, which have provided more funding for these modes.

Georgia's Statewide Bicycle Plan, created by GDOT, proposes a statewide network of 14 named and numbered routes totaling 2,943 miles that are or will be particularly well-suited for bicycle use. As previously stated, there is only one State Bike Route located within the planning area: SBR 85/Savannah River Run. There are currently plans, through the Georgia Mountains Regional Bicycle and Pedestrian Plan to establish one new bike route within the City of Hartwell, including the potential of re-routing the existing bicycle route for SBR 85 to a safer, friendlier environment. The new route would follow SR 8 providing a directly link between Hartwell and Gainesville, Georgia with a potential extension into South Carolina- connecting to Anderson, SC.

Road Improvement Projects

All transportation improvement projects within the City of Hartwell are funded through the Georgia Department of Transportation. All projects for the county and city are planned and programmed as part of the Statewide Transportation Improvement Program (STIP). This document details the projects identified by the state through the planning process and are prioritized according to their importance and the availability of funds through the Congressional balancing process. The STIP includes Highway, Bridge, Bicycle, Pedestrian, Transportation Enhancement activities, and Public Transportation (transit) projects. Projects in the STIP emphasize the maintenance, safety, and improvement of existing transportation facilities and public transportation systems. Project related costs, such as Preliminary Engineering (PE), Right of Way (ROW), and Construction are identified for highways, and Capital and Operating costs for public transit projects. The STIP must be fiscally balanced, and include only those projects with funding available or that have a reasonable expectation of obtaining funds. The STIP covers projects to be developed over a three-year period and is updated on an annual basis. There are 3 major funding categories for Road Improvement projects under the STIP:

- ⌚ Federal Aid
- ⌚ State Funds
- ⌚ Local Funds

The Georgia Department of Transportation has begun work for the newest STIP (draft) update, which includes projects for FY 2005, 2006, and 2007. Only one project has been identified for the City of Hartwell and it is a Streetscape Project:

- ☞ Project # 0006606- Hartwell Streetscape Phase II located along Howell Street and Forest Avenue.

No further projects have been identified for City of Hartwell and the next STIP update is not planned until FY 2006. Furthermore, GDOT's 6-year Construction Work Program (CWP) identifies following long-range project:

- ☞ Project # S007831- Resurfacing and maintenance project for East Howell Street.

For a complete list of details regarding these projects for the City of Hartwell please refer to GDOT's Statewide Transportation Improvement Program and Construction Work Program documents.

Potential Funding Sources

The most likely funding sources are identified for each project, based largely on the location of the project and responsible agencies. In some situations, it may be possible for the county or local agencies to accelerate the process of upgrading facilities by increasing local funding participation. The most likely funding sources for the City of Hartwell are listed as follows:

- ③ General Funds
- ③ Special Purpose Local Options Sales Tax (SPLOST)
- ③ Local Options Sales Tax (LOST)
- ③ FHWA, Transportation Enhancement Activities funds
- ③ FTA, Rural Public Transportation funds
- ③ State Aid, County / City contracts
- ③ Federal Lands Program, Scenic Byways

Other options, considered less likely for the City of Hartwell specifically, include:

- ③ Transit fare-box revenues
- ③ Public/private partnerships, such as Community Improvement Districts (CIDs)
- ③ Development impact fees

The City of Hartwell will continue to seek out other funding opportunities where available and will pursue all efforts to reasonably secure federal, state, and local funds, in an effort to maintain and improve the transportation network for the its citizens. However, it must be mentioned that the City of Hartwell's ability to obtain such funding hinges on favorable economic conditions and the highly competitive nature of the demands on transportation funding for such projects within the Congressional District, which serves the area and surrounding communities.

Project Phasing

Although a large number of transportation projects have been recommended, it is not practical or feasible to implement all improvements simultaneously. A phasing plan was therefore developed to provide a starting point to use in prioritizing the recommended projects for further evaluation, funding, and implementation. The prioritization was based on the level of deficiency to be mitigated or eliminated by the project, the estimated cost and the difficulty of implementation from a planning or design perspective. The three time periods used were as follows:

- ③ Short-range period: 2004 through 2007

- ③ Medium-range period: 2008 through 2014
- ③ Long-range period: 2015 through 2025

The specific phase recommended for each improvement was previously outlined in earlier discussions under Table 8.12. Also see Appendix A.

Project Implementation

In order to enhance the potential of success for this proposed plan, the following implementation guidelines are offered:

- ∞ Continue public outreach efforts for project-specific details as part of studying the project feasibility.
- ∞ Secure funding for each short-range project.
- ∞ Identify ways to utilize resources to accelerate the planning, design and construction process for the recommended projects.
- ∞ Undertake study to determine more detailed cost and design elements for the recommended projects.

OTHER TRANSPORTATION ISSUES AND SOLUTIONS

Traffic Calming

Described

Traffic calming is concerned with reducing vehicle speeds, vehicle noise, visual impacts, and sometimes through traffic volumes. Techniques consist of a series of raised speed humps, raised tables, or other devices along with appropriate traffic control signage to slow speeding and/or discourage cut-through traffic. Traffic calming techniques use various means to influence the behavior of motorists: physical, psychological, visual, social, and legal (regulatory and enforcement). Although traffic management and calming techniques are often used in areas other than residential neighborhoods, most programs are focused in residential areas, where traffic problems are more prevalent and have the most influence on the day-to-day livability of the community (see GDOT, Statewide Bicycle and Pedestrian Initiative – Pedestrian Facilities Design Guide, Updated July 25th 2003).

Inventory

Currently, no traffic calming measures employed within the city.

Needs Assessment

There are many opportunities within the City of Hartwell that could provide potential for through-traffic to traverse a low-density residential neighborhood and the City should identify prime candidates for traffic calming measures. For example, the proposed grid

network of local roads within the expanded central business district should accommodate traffic calming techniques as appropriate, since these streets are intended to be pedestrian friendly, with traffic movement being a secondary consideration.

Traffic Calming Techniques and Standards

Traffic calming techniques must meet acceptable engineering principles. Table 8.14 provides a listing and description of commonly used traffic calming devices.

**Table 8.14
Common Traffic Calming Devices**

Technique	Description
Speed humps/tables	A speed hump is wider and smoother than a speed bump, and effective in slowing cars as they approach.
Traffic circles	Circular raised islands centered within intersections.
Chicanes	Alternately placed curb extensions into the street that force motorist to drive in a serpentine pattern.
Curb bulb-outs	Curb extensions placed at mid-block locations or intersections, which narrow the street to provide visual distinction and reduce pedestrian crossing distances.
Narrower streets	Narrower streets limit the expanse of pavement visible to the driver and can be effective in slowing traffic, especially when lined with trees.
Special paving	Alternative road surfaces, such as brick, colored concrete, or special pavers, can be used at crossings, intersections, or along the sides of the street to break up the visual expanse of pavement and define areas of pedestrian travel.

Source: Georgia Department of Transportation. [Pedestrian Facilities Guidebook](#).

Travel Demand Management

Travel demand management is an organizational program that focuses on strategies to reduce automobile travel during peak periods of the day. Some of the initiatives have immediate effects while others take time to work. Usually, no single strategy by itself has the potential to materially influence traffic conditions on the road system. However, if multiple TDM strategies are pursued, a meaningful reduction in motor vehicle traffic during peak periods is possible. Effective strategies used elsewhere include: implementing staggered work hours at employment centers; shuttle services to link regional transit lines with major employers; providing incentives for urban design features that will support pedestrian and transit travel, marketing transit services and reduced/subsidized fare programs; zoning that permits multi-use developments in specified areas; ridesharing; and parking management.

Corridor Planning

The SR8/Franklin & Athens Streets, SR 51/Chandler Street, SR 77/Benson & Howell Streets, and SR172/Webb Street corridors are prime candidates for a corridor improvement plan focused on consolidating curb cuts to make access safer, and to provide visual relief to the highway commercial clutter along the roadside. The corridor plan should be completed in conjunction with or at least informed by the proposed intersection improvements along these routes as proposed in this plan.

Assessment of Land Use Regulations

Land use regulations are generally considered sufficient to implement the transportation element. New street regulations are provided in the city's land subdivision and land development ordinance.

Policies for Highways and Roads

- **Adequate sight distance.** There must be an unobstructed sight distance in both directions on all approaches at an intersection. Any object within the sight triangle that constitutes a sight obstruction should be removed or lowered, including parking, cut slopes, hedges, trees, and bushes.
- **Intersection geometry.** Intersecting roadways should cross at, or as close as practical to, a right angle (90 degrees).
- **Correct problem intersections.** Seek participation by Georgia Department of Transportation in the design and funding of improvements that will correct poor geometrics at problem intersections
- **Connectivity and direct travel.** The city supports the design of its street network so that there will be multiple connections and relatively direct routes.
- **Levels of service (LOS) standards.** Seek to maintain an overall LOS "D" for the city's arterial and collector street system.
- **Road maintenance.** Reduce the number and percentage of streets with pavement driving hazards. Hazards are large potholes, sharp bumps, drops, or tilts in the driving right-of-way. Cracks in the road shall be sealed, depressions or bumps will be corrected, water ponding of greater than one inch should be corrected, and broken pavement edges, potholes and breaks shall be promptly repaired. Local street maintenance workers should regularly examine streets and roads to rate their surface condition then determine specific maintenance and repair programs.
- **Pavement management.** Prepare a pavement management system for repairing, resurfacing, and rehabilitating existing local roads in the city.

- **Downtown CBD grid extension.** As new development or redevelopment occurs in the designated central business district, ensure that the grid pattern of local roads is extended, creating an urban block pattern as proposed in this comprehensive plan.
- **Residential neighborhood road extensions.** As properties are developed for residential uses along both sides of a roadway, a grid pattern or modified grid pattern should be established, extended, and connected with existing residential streets.
- **Traffic Calming.** Install traffic calming measures where possible, to protect low-density residential characteristics. Utilize traffic calming measures for extensions of the grid patterned road network in the central business district, as appropriate, to ensure a pedestrian friendly environment.

Policies for Pedestrians and Other Travel Modes

- **Sidewalks.** Invest in the expansion of the city’s sidewalk system where possible to help create a pedestrian friendly community. Design and install sidewalk extension projects based on priority needs. Subject to funding limitations, sidewalks should be placed on both sides of arterial and collector streets.
- **Sidewalk maintenance.** Provide adequate funding, when possible, for repairs and maintenance on that portion of the sidewalk network that is the city’s responsibility.
- **Pedestrian safety.** Make existing pedestrian facilities safer with streetlights, signalized pedestrian crossings (mid-block if necessary), and brightly painted crosswalks when possible.
- **Pedestrian connections to the street sidewalk system.** Individual developments, except for detached, single-family lots, shall provide direct pedestrian access ways to all public sidewalks or multi-use trails when located on a public street abutting the property to be developed, when possible.
- **Levels of service (LOS) standards.** Seek to maintain an overall LOS “C” for the pedestrian system.
- **Bicycle facilities and multi-use paths.** Explore opportunities to designate and fund bicycle lanes and bicycle paths in conjunction with other projects and programs. Work with the County School Board to coordinate the provision of bicycle facilities at existing and proposed school facilities. During the planning horizon, pursue improvements that will add bicycle travel to the city’s transportation system.

- **Public transportation.** Anticipate that the Hart County Rural Transit program (US DOT - 5311) could and probably should be extended to serve Hartwell with fixed routes during the planning horizon (to 2025). The city encourages the Georgia Department of Transportation to provide park and ride lots, and implement bus services for Hart County. The city will cooperate with Hart County in providing public transportation that will link to important public facilities and activity centers within the City of Hartwell.

Other Transportation Policies

- **Municipal parking.** Construct additional municipal parking lot in the downtown central business district, to help serve development, redevelopment, and the expansion of government offices when needed.
- **Corridor Plan for SR 8, SR 51, SR 77 and SR 172.** Prepare a corridor management plan for SR 8, SR 51, SR 77, and SR 172 by 2010, to include proposals to consolidate curb cuts and driveways, improve intersections, control signs, conceal poor aesthetics, and beautify the corridor.
- **Land Use Regulations.** Periodically review, and revise as necessary, the city's land use regulations to implement the policies of this transportation element.

Conclusions

The City of Hartwell has a growing population and the associated traffic generates difficult transportation planning challenges for the area. Improvements were selected that can be implemented without changing the fundamental character of the study area. The purpose of this element was to provide information and transportation recommendations for the City of Hartwell in order to address their transportation needs. It is highly recommended that the City of Hartwell work cooperative work with GDOT and other Hart County communities to invest in a comprehensive transportation study and make every possible effort to establish a long-range transportation planning process for all of Hart County.

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CHAPTER NINE

LAND USE

This chapter provides an inventory of existing land uses, a discussion of historic settlement patterns in Hartwell, an assessment of land use problems and issues, a map and discussion of desirable future land uses, and a set of goals, policies and objectives for achieving desired land use patterns.

9.1. Historic Land Use Patterns.

In 1973, the Georgia Mountains Planning and Development Commission (now Regional Development Center) prepared a "Community Sketch Plan" for Hartwell. This plan includes an inventory of existing land use and a recommended future land use plan. The sketch plan provides substantial insight regarding development within Hartwell during the 1950's, 1960's and early 1970's, relevant portions of which are summarized in this section.

Hartwell was originally laid out in a "grid" pattern with streets running generally north-south and east-west. The sketch plan notes that residential and commercial development occurred immediately surrounding the Hart County Courthouse situated on the central square. As additional development occurred, commercial activity intensified downtown, while residences were constructed primarily along major thoroughfares into the city.

The Hartwell Railroad, which ties into the Southern Railroad system in Bowersville, enters the city from the west, passes through the southern portion of the downtown area and ends at Forest Avenue. The railroad contributed to the development of storage and warehousing facilities in this area.

In the 1950's and 1960's, industries built facilities in virtually all directions out from the central core of Hartwell. Commercial development during those decades expanded outside of the central business district, especially along major thoroughfares. Hartwell also began to develop with outlying shopping centers and some "neighborhood" commercial development. Residential development in the 1950's was focused in the northwestern portion of the city, although by the early 1970's residential growth was occurring in all sections of the city.

The sketch plan notes that in the early 1970's six industries were located in the central business district, including the Temple Gin Company located one block north of the courthouse, and two saw mill

operations north of the central business district between Carolina Street and Chandler Street. These industries were considered nuisances due to noise pollution and diminishment of residential desirability on adjacent sites. These uses are no longer in the downtown area.

By the early 1970's, commercial development was taking place primarily through extension of the central business district westward along Franklin Street and Howell Street. New office buildings, banks, eating establishments and retail stores were constructed in the late 1960's and early 1970's.

Single-family residential uses in the late 1960's and early 1970's were most intense in the northeastern portion of the city. Garden plots in rear yards were common, and several of these remain to this day. Extensive residential development occurred in the late 1960's and early 1970's in the southwest section of Hartwell along U.S. 29 (Athens Street). New subdivisions were being developed in the north part of the city at this time as well. Furthermore, the sketch plan indicates that significant "infill" development (construction of homes on vacant sites in existing residential areas) was also occurring.

During the 1980's and 1990's the city saw a doubling in industrial and commercial land use as the city began to annex land along the U.S.29 south corridor for industry and north for commercial growth. Residential land uses along Franklin Street (also U.S. 29 began to be converted to commercial uses.

**TABLE 9-1
LAND USE, 1994**

CATEGORY	ACREAGE	% OF TOTAL
Industrial	157	6.6
Commercial	135	5.7
Residential	962	40.0
Public/Institutional	138	5.8
TCU	22	0.9
Agricultural	35	1.5
Parks/Recreation/Conservation	3	0.9
Vacant	939	39.4
TOTAL	2,383	100.0

Source: Georgia Mountains RDC, 1994.

9.2. Description of Land Use Classifications.

The existing and future land use maps presented in this chapter utilize the minimum land use categories required by local planning standards. However, the plan divides the "residential" category into three classifications. A description of each category follows.

9.2.1. Agriculture/Forestry.

This category is for land dedicated to farming (fields, lots, pastures, farmsteads, specialty farms, livestock production, etc.), aquaculture, or commercial timber or pulpwood harvesting.

9.2.2. Single-Family Residential, Detached.

This category only includes conventional, site-built, single-family residences on individual lots, as well as accessory buildings, structures and uses on the same lot.

9.2.3. Mobile Home/Mobile Home Park.

This category includes mobile homes and manufactured homes on individual lots as well as such dwellings in mobile home parks.

9.2.4. Multiple-Family Residential.

This classification includes duplexes, triplexes, quadraplexes, townhouses, condominiums, and apartments. Public housing developments in Hartwell are included in this category.

9.2.5. Public/Institutional.

This category includes certain state, federal or local government uses, and institutional land uses. Government uses include city halls and government building complexes, police and fire stations, libraries, prisons, post offices, schools, military installations, etc. Examples of institutional land uses include colleges, churches, cemeteries, hospitals, etc.

9.2.6. Transportation/Communication/Utilities.

This category includes such uses as power generation plants, railroad facilities, radio towers, public transit stations, telephone switching stations, airports, water towers, offices/storage areas of utilities, landfills, and other similar uses.

9.2.7. Commercial.

This category is for land dedicated to non-industrial business uses, including retail sales, office, service and entertainment facilities. Commercial uses may be located as a single use in one building or grouped together in a shopping center or office building.

9.2.8. Industrial.

This category is for land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, mining or mineral extraction activities, auto salvage yards and other similar uses.

9.2.9. Park/Recreation/Conservation.

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

9.2.10. Vacant/Undeveloped.

This category is for land not developed for a specific use or land that was developed for a particular use but that has been abandoned for that use. This category includes woodlands or pasture land (not in agricultural crop, livestock or commercial timber production) and undeveloped portions of residential subdivisions and industrial parks.

9.3. Description of Existing Land Use.

This section is intended to complement, but not substitute for, the existing land use map (Attached).

Very little agricultural land use remains in Hartwell. Two tracts are classified as agricultural off of Fairview Avenue in the southeast part of the city. A few other agricultural tracts are located in the western part of the city off of Lakeview Circle north of Howell Street (SR 51/SR 77).

Detached, single-family residential dwellings comprise the predominant land use in Hartwell. Virtually every section of the city contains residential neighborhoods.

Although census statistics for 1990 reveal nearly 100 mobile homes in Hartwell, there are less than two dozen mobile homes existing on individual lots. The remainder of mobile homes are presumed to be located in the large mobile home park northwest of Leard Street in the northwest section of the city.

Multiple-family developments in Hartwell, which are mostly projects of the Hartwell Housing Authority, include primarily duplexes and quadraplexes. These developments all exist in the northern half of Hartwell. A ten-unit townhouse development is located at the southwest corner of Johnson and Chandler Streets.

There are a variety of public and institutional uses in Hartwell. Public uses include the county courthouse, city hall, county sheriff and fire facilities, Hartwell elementary school, the Hart County middle school and high school complex, health department, museum, and the public library. Institutional uses include a hospital, medical center, a few nursing and personal care homes, three cemeteries, and numerous churches.

Properties classified as "transportation/communication/utilities" include public utility offices (electric and telephone) Hart County's recycling center, two water towers, an electric utility substation, and the Hartwell railroad right-of-way.

As mentioned in the section on historic land use patterns, most commercial land uses are concentrated in the city's central core, with commercial activity also being present along Howell Street (SR 51/SR 77) and Franklin Street (U.S. 29). There are a few "neighborhood" commercial uses in the south section of Hartwell along both sides of Jackson Street (SR 172). Several scattered commercial uses are located within the residential section in the northeast part of the city. Newer commercial development (office park) of a suburban character has taken place between Chandler Street (SR 51) and Vickery Street in the northwest section of Hartwell.

Industrial land uses are located along the Hartwell Railroad south and west of the central business district, including Milliken, Monroe Auto Equipment, and Dundee Mills, Inc. Other industrial areas in Hartwell include the North Georgia Armory, the Hartwell Company (Blecraft plant), properties north of Benson Street west of Campbell Street, north of Johnson Street, and south of Opel Street (extreme southern portion of the city).

The only properties shown in the park/recreation/conservation category are the community center on the west side of Richardson Street, and the park/recreation complex located in the far eastern portion of the city.

Undeveloped properties are found in the extreme outlying portions of the city in all directions. The most extensive area of undeveloped land lies east and southeast of Opel Street/Forest Avenue in the south parts of the city.

A significant number of vacant platted lots exist in the older developed portions of the city, as well as in new subdivisions located in the northwest and extreme northern portions of Hartwell.

**TABLE 9-2
ESTIMATE OF EXISTING LAND USE, 2005**

LAND USE	EXISTING LAND USE	PERCENT
Agriculture	37	1.2
Single-Family	1,030	35.9
Mobile Home	35	1.2
Multi-Family	72	2.5
Public/Institutional	264	9.2
TCU	7	0.9
Commercial	292	10.2
Industrial	144	5.1
Parks/Recreation/ Conservation	428	14.9
Vacant	594	20.7
TOTAL	2,867	100

Source: Georgia Mountains RDC, 2005.

9.4. Land Use Problems and Issues.

Industrial land uses.

U.S. 29 south of Hartwell has witnessed industrial growth. However, national and international trends and market forces has resulted in the loss of industry in the city and area. Other limitations on industrial development are also the result of antiquated and inadequate space and access along

the existing railroad. Location of industries in the central business district is not desirable.

Commercial land uses.

Commercial development in the "central core" is limited by a lack of parking and lack of building maintenance by some property owners and the city. While the city has a Main Street program, a Downtown Development Authority, and a Historic Preservation Ordinance and Commission, the local officials have not used these programs to their full potential. The city did implement a streetscape project which has had some positive impacts on downtown. Scattered commercial development annexed along major thoroughfares have more than doubled the amount of commercial land use in the city during the past ten years. This development has created commercial strips into the city. New commercial uses should be encouraged to be clustered in certain areas.

Residential land uses.

Residential development in the city has been limited to single family neighborhoods. Land use for manufactured housing and for multi-family development has relatively remained unchanged over the past ten years. The city has had success in promoting single family housing through out the city via market forces and through a housing program for low and moderate income families.

Residential infill and re-development between Forest Avenue and Rome Street has begun to take plan and should expand. New residential development should be channeled onto new local streets rather than being permitted to front on major and minor thoroughfares.

The southwestern neighborhoods are expected to be the location of lower density, higher priced homes, while "infill" development will take place in southeastern neighborhoods.

Park, Recreation and Conservation.

The amount of recreation land use in the city increased from three acres in 1994 to 428 acres in 2005. The change occurred due to the county developing recreation parks within the city limited as well as the development of the Cateechee Golf and Country Club. None of these facilities are operated and managed by the City of Hartwell. The city does not have plans to develop any park

facilities or recreation programs as they are adequately served by Hart County.

9.4.1. Demand of Multiple-Family Residences.

As indicated in the housing element (Chapter 3 of this plan), the need for additional apartments and other multiple-family dwellings appears to be strong. It appears the future land use plan should provide for additional multiple-family residential developments in the city. This would be consistent with Hartwell's overall growth policy. Any proposals to expand multiple-family residential development must give consideration to density issues, availability development must give consideration to density issues, availability of urban services and adequate road access, and compatibility with surrounding land uses (probably single-family).

9.4.2. Vacant Commercial/Industrial Buildings.

In several areas of the city, there exist some buildings and structures previously used for industrial and commercial purposes but which now lie vacant. In some cases such vacant buildings are deteriorating or dilapidated and can contribute to neighborhood blight. It is in the city's best interest that these structures once again be utilized, because longer vacancies could result in further degradation and deterioration of neighborhood conditions. The future land use plan should give careful consideration to the appropriate use (or adaptive reuse) of each of these parcels. A parallel objective of this is that the economic development element supports the inventorying and marketing of such buildings for new commercial and industrial uses, where appropriate.

9.4.3. Non-Conforming Uses.

A similar problem/issue to that of vacant buildings is the existence of non-conforming uses scattered in Hartwell's neighborhoods. Non-conforming uses are those activities, which were existing and legal before the city's zoning ordinance was adopted ("grandfathered"), but which are not permitted in the zoning district in which they are located.

Although abatement of non-conforming uses through amortization is legally questionable, limitations on expansion and other disincentives can be instituted.

9.4.4. Strip Commercial Development.

Further expansion of strip commercial development in a linear fashion along major thoroughfares can result in inefficient land use patterns, traffic congestion and accidents, and poor aesthetics. Careful consideration should

be, and is, given as to where future commercial development should be located.

9.4.5. "Cohesiveness" of CBD.

Hartwell's central business district is presently an attractive business, cultural and civic center for the city. Vacancies downtown have become a problem as with other towns in the region and state due to development of strip commercial developments along transportation corridors into the city. Overall appearance of the downtown varies from block to block and property to property. The CBD is now benefiting from an extensive streetscape improvement project. However, the possibility of changing conditions in the CBD dictates that the comprehensive plan give special emphasis to the continued cohesiveness of downtown, as supported in the economic development element.

9.4.6. Protection of Historic Districts.

Development impacts on Hartwell's historic residences, commercial buildings and districts are discussed in Chapter Six. While Hartwell has the tools and program for recognition and protection of historic resources, it is important that the land use plan, policies and decisions by local officials compliment and support historic preservation, rather than hinder preservation efforts or detract from historic "character."

9.4.7. Landlocked and Undeveloped Platted Rights-of-Ways.

The base map, which has property line data included, indicates that there may be several "landlocked" parcels (no public road frontage) and lots and public rights-of-ways that appear to have been previously platted but never developed. While this may be more of a design issue to be avoided in the future, these landlocked parcels and areas of the city may pose some land use complications with respect to compatibility and accessibility.

9.4.8. Industrial/Residential Land Use Conflicts.

In most areas of the city, existing industrial developments directly abut single-family neighborhoods. It is desirable to provide separation between such "incompatible" uses through installation of natural vegetative buffers and/or utilization of transitional uses (such as institutional developments or multiple-family residential complexes) between industrial and residential developments.

9.4.9. Blighted or Declining Neighborhoods.

As indicated previously, vacant commercial and industrial land uses tend to deteriorate and become a

blighting influence on neighborhoods. Blight is further compounded by the existence of several deteriorating and dilapidated residential structures in neighborhoods. The desirability of certain city neighborhoods can continue to quickly decrease if blighting influences are not corrected with community development and neighborhood improvement programs.

9.4.10. Expansion of Medical Zone.

Medical land uses district have developed between Arthur Street and Gibson Street. Since medical uses tend to cluster around hospitals, and hospitals in turn almost always need to expand facilities, the distinct possibility exists that the medical related land uses will expand onto surrounding properties during the planning horizon.

9.4.11. Low Density/Rural Character.

Residential properties in southern and western Hartwell have a lower density, rural character that distinguishes these areas from other Hartwell neighborhoods. The plan should address whether the character of these areas should be maintained through larger lot sizes and other land development restrictions.

9.4.12. Environmentally Sensitive Areas.

The natural environmental conditions in Hartwell pose few if any limitations on development. However, flood plains and other sensitive areas should be appropriately protected in the plan.

9.5. Description of Future Land Use Plan.

The Future Land Use Map 2025 indicates that lands utilized for agricultural purposes in the existing land use survey will disappear in the future. Transportation/Communication/Utilities uses are projected to change by only two acres over the next twenty years .

Single-family residential housing is anticipated to remain the predominant land use in Hartwell, with an increase of 100 additional acres. Most is infill in the southern and western parts of Hartwell. Single-family housing units are expected to comprise 39.3% of all land uses by 2025.

Considerable land has been allocated for multi-family residential uses. The largest portion of such housing is indicated in the northern portion of Hartwell. Additional locations of multi-family type housing include the areas southeast Hartwell. A large area of such housing is also shown in south Hartwell.

Additional needs for public/institutional lands is well provided for in the Future Land Use Plan 2025. Public and institutional land uses are projected to comprise 9.5% of land uses in the future. This is only a slight increase of eight acres in the next twenty years.

Commercial land uses are indicated in the central core of Hartwell. Expansion of commercial land uses is shown in a linear fashion along Franklin Street, as well as along the northern portion of Athens Street. The commercial node on the east side of Hartwell is also included in the projected increase in commercial land. Much of this area will infill development as vacant land is converted to commercial land uses. Acreage in commercial uses is shown to increase by 77 new acres, to comprise 12.7% of land uses by the year 2025.

In addition to existing industrial land uses, 45 acres of new industrial lands are indicated in the Future Land Use Map 2025. New industrial areas include infill development of a large parcels along the railroad tracks at the western edge of the city and a site south on State Route 172.

No new acres of Park/Recreation/Conservation lands are shown on the Future Land Use Map 2025. The park and recreation facilities and services are provided to Hart County citizens, including Hartwell, by Hart County government.

9.6. Acreage Estimates.

Table 9-2 presents acreage estimates for existing and future land use in Hartwell.

**TABLE 9-3
ESTIMATES FUTURE LAND USE
2025
CITY OF HARTWELL**

LAND USE	FUTURE LAND USE	PERCENT
Agriculture	0	0
Single-Family	1,128	39.3
Mobile Home	35	1.2
Multi-Family	109	3.8
Public/Institutional	272	9.5
TCU	9	1.0
Commercial	365	12.7
Industrial	189	6.6
Parks/Recreation/ Conservation	428	14.9
Vacant	331	11.5
TOTAL	2,867	100

Source: Georgia Mountains RDC, 2005.

Areas Likely to be Annexed

Projected land use within the City of Hartwell includes acreage projections within the current city boundaries. However, the minimum planning standards require municipalities to consider future land use designations of areas that could potentially be annexed sometime in the future. The City will most likely annex areas of unincorporated Hart County that are in the city's designated service areas found in the Hart County Service Delivery Strategy. These areas are along the highway corridors that enter and exit the city where infrastructure and services can be extended.

Timing or Sequencing of Infrastructure Improvements

Forecasted population identifies that there is sufficient water supplies for the next ten to fifteen years. Sewer capacity needs are also in good shape. Both systems are serviced through regular maintenance and updates in accordance with long-term plans. When requested, expansion or extension of these services into new areas are based on the long-term plans developed by the city's engineer as well as the Service Delivery Strategy. The expansion of services also includes the provision of natural gas as well.

Environmentally Sensitive Areas

As stated in the Natural Resources Element, these areas include the areas that require wetlands and floodplain protection. Unstable soils on steep slopes (over 25%) are scattered throughout the city. Most of the single family residential development is projected to occur on these slopes because they have less of an impact on the land.

Traditional Neighborhood Development

Because of infrastructure most of Traditional Neighborhood Design type development or higher density development will more than likely occur either within or around the City of Hartwell. This type of development will take place on most of the vacant lots located around the town. There is a focused effort in the Rome Street Neighborhood to continue the traditional design as the area is re-developed.

The city should provide some types of incentive (for new development) to encourage garden home type neighborhoods for senior citizens who desire smaller homes on smaller properties close to community goods and services.

Areas of Significant Land Use Transition

The Central Business District through deliberate policies and efforts has the potential to remain as the activity center of the city and the county as well. Without proper attention and management the area will deteriorate and could become a liability to the city.

The Franklin Street corridor will continue to experience changes from residential to commercial land uses. It is anticipated that most of this will be replaced with new commercial facilities with adequate entrances and parking.

Areas Proposed For Redevelopment

The Rome Street Neighborhood has a re-development plan in place. The city is moving forward with the implementation of the plan, which includes housing rehabilitation, new infill housing, redeveloped and infill commercial node, sidewalk and stormwater management improvements.

The City has plans to continue its downtown streetscape improvement program by implementing the third phase of its plan. The city is also moving forward with improving parking in downtown by constructing a public parking facility. Also proposed is the redevelopment of the Haley Building property, which will be managed by the DDA.

Factors Influencing Growth Patterns

The primary factor that will continue to influence growth patterns in Hartwell the growth that is occurring in Hart County along Lake Hartwell. This type of setting is extremely attractive to the retirement population and is projected to continue through the planning horizon. The development of the interchange along I-85 could have an impact on the growth patterns around Hartwell as well.

Local Development Policies

There is a great need for a comprehensive land development and redevelopment program.

Existing regulations that are weak, and vague should be updated and actively enforced. Additional planning, incentives and regulations are needed if the desires to adequately and efficiently address the needs of growth as projected in this plan.

CHAPTER 10

INTERGOVERNMENTAL COORDINATION ELEMENT

The Intergovernmental Coordination Element provides local governments an opportunity to inventory existing intergovernmental coordination mechanisms and processes with other local governments and governmental entities that can have profound impacts on the success of implementing the local government's comprehensive plan. The purpose of this element is to assess the adequacy and suitability of existing coordination mechanisms to serve the current and future needs of the community and articulate goals and formulate a strategy for effective implementation of community policies and objectives that, in many cases, involve multiple governmental entities.

INVENTORY OF EXISTING ACTIVITIES, PROGRAMS AND CONDITIONS

LOCAL GOVERNMENT ENTITIES, BOARDS, AUTHORITIES AND PROGRAMS

The **Hart County** government has a county commission chair and four other elected commissioner who serve four-year terms. The county government sets and approves the budget for all departments and elected officials. The county government, under the supervision of the commissioners, sets the millage rate each year, which provides funds for the operation of the county departments. The day-to-day operations of the Hart County government are the responsibility of the county manager.

The **City of Bowersville** is governed by a mayor and four-person city council. All city council members serve on a part-time basis. The mayor supervises the city clerk and all city departments.

The **City of Hartwell** is governed by a mayor and six-person city council. All city council members serve on a part-time basis. The city government, under the supervision of the mayor and council, sets the millage rate each year, which provides funds for the operation of some of the city departments. The city also operate off of utility revenue. The city employs a city manager who supervises the city clerk and all city departments.

The **City of Royston** is governed by a mayor and six-person city council. All city council members serve on a part-time basis. The city employs a city manager who supervises the city clerk and all city departments.

The **Hart County Board of Education** serves the residents of Hart County and all cities. The school system currently operates five public schools and is the fiscal agent for the Hart County Head Start Program and the Pre-Kindergarten Program. The school system coordinates with Hart County in the use of its facilities for recreation and other public use and for other programs.

The **Hart County Industrial Building Authority**, created as a local Development Authority in accordance with Georgia state law, works to attract new industry and expand existing industry in the county and cities. Its seven members meet quarterly, or in called meetings as necessary, to report on projects, plan strategy, consider inducement resolutions for new industries, and to acquire and develop industrial buildings, industrial sites and industrial parks.

The **Hart County Chamber of Commerce** operates to promote and support business, civic, cultural and educational growth in the Hart County area.

Adjacent local governments include Franklin County to the west, Anderson County, South Carolina to the east and Elbert County to the south. Hart County is bordered on the north by the **State of South Carolina, Oconee County**.

Coordination with these local governments is essential to the planning, development and service delivery process. Hartwell and Hart County are members of the **Georgia Mountains Regional Development Center (GMRDC)**, which coordinates local and regional planning and development activities for all of the above counties with the exception of Madison County and those local governments in South Carolina. Elbert County is a member of the **Northeast Georgia Regional Development Center (NEGRDC)**. The two RDCs coordinate the review process for all developments that are at such a large scale they may have impacts beyond their jurisdictional boundaries (regional in nature) and may cause inter-jurisdictional conflicts. This review, titled **Development of Regional Impact (DRI) review** notifies all surrounding local governments and potential impacted agencies of the proposed development and allows them an opportunity to review the project (development) and provide comments about its potential impact on them. The RDC will then provide to the submitting local government comments and recommendation on the proposed project prior to the local government making a decision allowing the project to proceed or be denied.

OTHER UNITS OF LOCAL GOVERNMENT

The **Hart County Sheriff Department** is responsible for the police protection, service and safety of Hart County citizens. The department operates a patrol, investigations, jail and public and school education division as well as participating in a drug task force. The sheriff department may assist the County in the enforcement of its local regulations. The county office responds in the municipalities when needed, typically under emergency circumstances and the municipalities likewise reciprocate. The City of Hartwell operates its own law enforcement services through their police departments.

The **Hart County Marshall** serves criminal and civil papers for the Magistrate Court. The County Marshall assists other county officers and Sheriff officers when requested upon.

The **Clerk of Courts** is responsible for all the civil and criminal filings made in the **Hart County Superior Court**. It also serves as the official recorder of real estate documents for the County maintaining records of deeds, plats, etc. The Clerk also provides the jury pool for Grand Jury and civil and criminal trials.

The **Magistrate Judge** is an elected official in Hart County. The **Magistrate Court** office processes various criminal and civil matters and small claims up to \$15,000. The criminal section issues warrants, hold bonds, committal, dispossessory and first appearance hearings for certain offenses. The civil section issues notices of foreclosure, garnishments and Fi-FA's. The Magistrate Judge also performs marriages.

The **Judge of the Probate Court** is an elected official. The office is the custodian of vital records that allows the issuance of certified copies of birth and death certificates. The office maintains marriage records and copies of the legal organ. **The Probate Court** is responsible for the probate and administration of estates along with guardianships of minors and incapacitated adults. The court also handles misdemeanor traffic violations for the county. The Probate Judge also performs marriages.

The **Juvenile Court** handles all cases involving delinquent, unruly, and deprived children, as well as cases involving custody, child abuse, abortion notification, and termination of parental rights, and provides probation supervision of children on probation. Juvenile court also handles all traffic cases involving children under the age of 17, regardless of the jurisdiction of the incident.

MULTI-JURISDICTIONAL AND REGIONAL ENTITIES AND PROGRAMS

The **Joint Development Authority of Franklin, Hart and Stephens County** is a joint three county development authority, consisting of three members from each county, appointed by their County Commission, meets quarterly (no set meeting date) at alternating locations to plan and report on development activities in each county.

The **Hart-Franklin Airport Authority** is jointly funded and managed by Hart and Franklin Counties and is located near the City of Canon.

The **Hart County Chamber of Commerce** is active in the development of business, civic and educational interests in the Hart County area. Staff includes an Executive Director and volunteers. The Chamber is governed by a volunteer President and a Board of Directors representing businesses in the community.

The **Northern Judicial Circuit Court** serves five counties that include Franklin, Elbert, Hart, Madison, and Oglethorpe Counties. There is a joint agreement among the counties to fund the court services along with state funding.

A joint animal shelter and program, the **Northeast Georgia Animal Shelter**, is a multi-jurisdictional effort by Franklin County, Hart County, Franklin Springs, Lavonia and Royston.

The **Georgia Mountains Regional Development Center** provides land planning, transportation planning, historic preservation planning, water resource and water quality planning, economic development assistance, and grant assistance to the county and city. GMRDC has a regional plan and coordinates the review of local plans and developments of regional impact. The **Georgia Mountains Regional Economic Development Corporation** provides economic development and loan assistance to the city and county.

Electric power is distributed in Hart County by **Hart Electric Membership Corporation** with headquarters in Hartwell and **Georgia Power**.

Natural gas is provided by the City of Hartwell.

STATE AGENCIES, PROGRAMS AND ACTIVITIES

The **Georgia Department of Community Affairs** provides a great deal of assistance to the county and city through its numerous programs. These programs include assistance in the areas of planning, housing, quality growth, downtown development and community development. Hart County is also a member of the Region 2 Regional Advisory Council.

The **Georgia Department of Transportation** operates a maintenance and engineering post for localized road maintenance and improvements. The department also does the local transportation planning for Hart County out of the District 1 Office located in Gainesville, Georgia.

The **Georgia Forestry Commission** operates a forestry county unit office outside Hartwell. The office provides a county ranger who provides leadership, service and education in protection, management, and wise use of local forest resources.

The **Georgia Department of Natural Resources** owns several recreation facilities within Hart County, including Hart State Park, Tugalo State Park and other important historic and archeological resources. The Environmental Protection Division of DNR regulates permits for drinking water, waste water, stormwater management.

Agricultural extension services are provided county-wide by the **University of Georgia Cooperative Extension Service**. This program is funded jointly by Hart County and the State of Georgia.

The **Georgia Department of Human Resources** provides health services and mental health services through the Hart County Health Department and the Hart County Department of Mental Health. These two departments are funded by local, state and federal funds and grants.

The **Georgia Department of Family and Children Services** provides social and protective service assistance to needy families and children within the County. These services are funded by county, state and federal funds and grants.

FEDERAL AGENCIES AND PROGRAMS

The **U.S. Army Corps of Engineers** is a federal division of the U.S Department of Defense. The USCOE owns and manages the Lake Hartwell Reservoir and Lake Hartwell Dam. The Lake Hartwell Reservoir lies in Hart County on the eastern edge of the county and is shared with Franklin County, Stephens County and the State of South Carolina. The reservoir serves a number of purposes other than recreation, including flood control and power generation. The generating capacity at Hartwell Dam is 422,000 kilowatts of electricity. Hart County has lease agreement with the COE for the development and management of recreation facilities on the reservoir.

The **Appalachian Regional Commission** is a federal-state partnership that works with the people of Appalachia to create opportunities for self-sustaining economic development and improved quality of life. The ARC program is administered at the state level by the Georgia Department of Community Affairs (DCA). Each year ARC provides funding for several hundred projects throughout the 13 Appalachian states in support of economic and human development. These efforts seek to augment ARC's highway development program and bring more of Appalachia's people into America's economic mainstream. The projects directly address ARC's five goal areas: education and workforce training, physical infrastructure, civic capacity and leadership, business development, and health care. In helping Appalachian states meet community needs in these five goal areas, ARC has supported a variety of innovative projects and initiatives. Each year throughout the Region ARC programs create thousands of new jobs, increase school readiness, improve local water and sewer systems, expand access to health care, assist local communities with strategic planning, and provide technical, managerial, and marketing assistance to emerging new businesses.

Hart County is one of 35 counties in North Georgia eligible for assistance and programs activities from ARC. It is imperative that goals, policies and objectives at the local level be consistent and applicable to the mission goals of the ARC. The goals, policies and objectives found in each element of this plan are all relevant to ARC policies.

The **U.S.D.A Natural Resource and Conservation Service** provides technical assistance on natural resources issues and assist individuals, groups, and communities within the county to implement soil and water conservation practices to protect the privately owned land in Hart County and its cities. This program is jointly funded by county and federal funds.

SERVICE DELIVERY STRATEGY

In accordance with the Service Delivery Act (HB 489), the Hart County and City of Hartwell Service Delivery Strategy (SDS) was developed, submitted and approved in 1999. This state law requires that local governments and related entities cooperate with the delivery of community services. The SDS identifies local community services, assigns service areas and responsibilities (including funding), and provides a methodology for the delivery of community services that include a variety of implementation tools such as ordinances and contracts. The most recent update of the SDS was in 2004.

In accordance with the SDS law, a local government's existing Strategy must be updated concurrent with the local government's comprehensive plan. To ensure consistency between the comprehensive plan and SDS the services to be provided by the local governments, as identified in the comprehensive plan cannot exceed those identified in the SDS. And, there must be consistency between the comprehensive plan and the SDS.

The current SDS includes the following services:

- Airport
- Animal Shelter
- Board of Equalization
- Cemetery
- Chamber of Commerce
- City Court
- Clean and Beautiful
- Clerk of Court
- Coroner
- Downtown Development Authority
- E-911
- Elections
- Emergency Management
- Emergency Medical Service
- Extension Service
- Fire Protection
- Gas Service
- Industrial Development Authority
- Jail
- Jury
- Law Enforcement
- Library
- Magistrate Court
- Planning/Zoning
- Probate Court
- Public Defender (Indigent Defense)
- Public Health/Mental Health
- Public Housing
- Public Works
- Recreation
- Road Maintenance/Construction
- Senior Center
- Sewer Service
- Solid Waste Management
- Superior Court
- Tax Assessment/Collection
- Water Service.

All of these services are presented and discussed in other elements (Community Facilities and Services, Natural Resources, Historic and Cultural Resources, Transportation, Land Use) within the comprehensive plan.

The SDA also includes an agreement between Hart County and its cities to implement a process for resolving land use disputes over annexations. Under the agreement between the Cities and the County prior notification of annexation activities will be given to the County by the City providing full information on the proposed land use or zoning classification and area to be annexed. The county will respond to the City within 15 working days of its agreement or objection to the proposal. In the event of disagreement between the City and County, the dispute will go through the agreed upon mediation process.

To ensure compatible and non-conflicting land use Hart County and its cities provide land and water planning through ordinances for the following: Subdivision Regulations, Soil Erosion and Sedimentation Control, Wetlands Protection, Floodplain Regulation, and through comprehensive planning. Expansion of water and sewer services and land use modifications must comply with these resolutions, ordinances, and the comprehensive plan.

There are additional departments or services identified in the SDS not addressed in this element, but are departments or units of local government, and are solely funded out of the county or city budget, are addressed and assessed in the community facilities element of this plan.

The SDS will need to be amended from time to time to reflect any change in services and funding as growth takes place in Hart County and in its cities.

ASSESSMENT OF CURRENT AND FUTURE NEEDS

- The current methodology for resolving land disputes within the county and for coordinating planning activities, via regional hearings for local planning and communication large scale developments, DRI reviews, works well for Hart County and its cities.
- A better method of communication and coordination needs to exist with jurisdictions in South Carolina.
- Even though the USCOE allows and encourages local governments such as Hart County to lease land and develop recreation facilities on its lakes, problems exist with the extended use of the property due to the lowering of lake levels in the late summer and fall. Better communication is needed between the COE and Hart County on the needs of their recreation facilities.
- The Hart County and the City of Hartwell's level of need with the Appalachian Regional Commission could become skewed by the higher income retirement population that is locating to the area. This is a population that does not work and does not contribute directly into the community. Looking below the surface there are several low and moderate income individual and families who are in need of training and jobs.
- As required by the minimum planning standards for this plan, the future land use for the city is discussed on property or areas that could potentially be annexed into the City. This does not mean that the City will undertake annexation of those lands. The uses should be consistent with future land uses identified by Hart County.
- Forecasted population and areas of future development for the City County, including department, to determined future levels of service should be coordinated with all water and sewer departments for permitting purposes and fire protection purposes, and with the Hart County Board of Education in their Five –Year Facilities Planning as required by the State BOE.
- Currently the Hart County Service Delivery Strategy, including Hartwell, for coordinating local government services and related program is functioning adequately. As the Cities or County or both governments move forward with land development regulations the strategy may need to be amended. It is not anticipated that the other services identified within the SDS will need to be amend during next ten years.

**COMPREHENSIVE LISTING OF GOALS
POLICIES AND OBJECTIVES**

ELEMENT	TYPE OF STATEMENT PRIORITY	DESCRIPTION
Intergovt. Coordination	Goal	Resolve all land and services conflicts as prescribed in the Service Delivery Strategy.
Intergovt. Coordination	Goal	Establish a method of communication and coordination with the bordering counties in South Carolina.
Intergovt. Coordination	Policy	Work with COE to encourage extended summer pool lake levels for city recreation benefits.
Intergovt. Coordination	Policy	Encourage all planning, development and growth within the city to be coordinated, and opportunity with county departments and agencies to be afforded comments and input on growth should occur.
Intergovt. Coordination	Goal	Update the Service Delivery Strategy as needed and as growth occurs. Ensure that the SDA is consistent with the Comprehensive Plan.
Intergovt. Coordination	Goal	Revise and update existing programs and ordinances that will further protect important city and county resources.

CHAPTER 11

IMPLEMENTATION ELEMENT

The purpose of this chapter is to reiterate strategies for the implementation of various goals, objectives, and policies established in the Comprehensive Plan. An implementation strategy is necessary to ensure that the Comprehensive Plan is used by community leaders as a guide to decision-making. Also, it is the intent of the 1989 Georgia Planning Act that plans can be implemented and used in the local, regional, and state planning process. As mentioned in the introduction (Chapter 1), it is the intent that this chapter can be separately copied as a "policy plan" component.

Minimum planning standards for local plans require the development of a Short Term Work Program, which consists of community programs and projects needed to meet the goals and objectives, public facilities necessary to meet the standard of living desired by the community for existing residents and the projected population five years into the future, and a general description of any land development regulations expected to be adopted or amended to help achieve the goals and objectives of the Comprehensive Plan in the next five years. The local planning standards also require that the Short Term Work program be revised every five years, with annual updates encouraged.

LEGAL STATUS OF THE COMPREHENSIVE PLAN

Adoption of the Comprehensive Plan carries with it no weight of law, and the governing body is under no legal obligation to implement the comprehensive plan. However, the plan represents a broad based consensus on needed programs and improvements in the future.

CONFLICT BETWEEN POLICIES AND MAPS.

In the event that one or more goals, objectives, strategies, and/or policies, or any portion of the text conflict with the Future Land Use Plan 2025 Maps or any other maps, the provisions of the text shall prevail. This is the case because the Future Land Use Plan 2025 Map, while substantially detailed, is not intended to dictate the exact use of each parcel in the community. Rigid application of this map is not expected because it is intended to be applied generally, and because there will undoubtedly be justifiable departures from the design of the plan map. Implementation of the overall general policies is what is most important. However, substantial and/or successive departures from the plan map should result in an amendment to the plan text and map.

CONFLICT BETWEEN POLICY STATEMENTS

It is anticipated that instances will arise where certain goals and policies will conflict with other policy statements. For instance, the economic development strategy of promoting suitable job opportunities may conflict with the goal of preserving the rural character of the community. The goals, objectives, strategies and policies are all considered to be of equal value on their face. That is, such policy statements are not always ranked by order of importance in the plan. In cases of conflicts, the Planning Commissions and/or Governing Bodies must decide, as individual instances arise, which of the conflicting policies will prevail.

GOALS, POLICIES AND OBJECTIVES

Once the inventory of existing conditions and the assessment of current and future needs have been completed, the minimum planning standards require the development and articulation of immediate and long term goals, policies and objectives. These goals are based on the needs identified and provide guidance on how the community will address and attain them during the planning period.

**COMPREHENSIVE LISTING OF GOALS
POLICIES AND OBJECTIVES
CITY OF HARTWELL**

ELEMENT	TYPE OF STATEMENT PRIORITY	DESCRIPTION
Population	Goal	Reverse population decline to achieve managed population growth of between 5% and 10% per decade, or at least a proportionate share of that the county's growth.
Population	Policy	Adopt an annexation program which encourages willing property owners and residents of unincorporated areas to annex into the city on a voluntary basis and is consistent with the Service Delivery Strategy.
Population	Objective	Identify the costs to the city of servicing annexed areas.
Population	Objective	Identify and market the positive reasons for annexing to Hartwell, such as lower fire insurance rates, etc.
Population	Policy	Increase the potential for residential development within the existing city limits of Hartwell.
Population	Objective	Designate and reserve in the Future Land Use Map 2025, significant vacant areas for future residential development, particularly multiple-family residential development.
Population	Objective	Plan for the necessary roads, water and sewer, and other infrastructure needed to support new residential growth, include such improvements in a capital improvement program, and then fund and construct such improvements.
Population	Objective	Review/revise/develop regulations which are reasonable for developers, but also provide quality development.
Housing	Goal	Encourage the development and provision of a variety of safe and sanitary housing for persons with a variety of income levels and special needs.
Housing	Policy	Encourage the location of multiple-family residential development in Hartwell.
Housing	Objective	Designate locations in the Future Land Use Plan 2025 for multi-family development.
Housing	Policy	Promote safe and sanitary housing in Hartwell, as well as a pleasant living environment.
Housing	Policy	Fully utilize available federal and state housing programs to improve housing opportunities in Hartwell.
Housing	Policy	Provide utilities, sidewalks, street lighting and recreational areas in providing housing for low and moderate income persons.
Housing	Goal	Continue enforcement of the standard housing code

ELEMENT	TYPE OF STATEMENT PRIORITY	DESCRIPTION
		designed to bring existing substandard units into compliance with minimum occupancy standards.
Housing	Goal	Continue enforcement of the standard building code to minimize the number of dangerous, dilapidated housing units in Hartwell.
Housing	Goal	Target grant funds in the northeast section of the city where significant numbers of substandard housing units presently exist.
Housing	Objective	Continue implementation of Rome Neighborhood Project.
Economic Development	Goal	Promote a diverse, healthy economy in Hartwell and surrounding Hart County.
Economic Development	Goal	Increase tourist visits to Hartwell.
Economic Development	Objective	Organize downtown merchants group.
Economic Development	Objective	Provide downtown merchants association workshops/training regarding effective retailing strategies (window displays, product mix, advertising).
Economic Development/ Historic Resources	Objective	Continue to develop and plan possibilities for downtown improvements, including facade improvements.
Economic Development/ Historic Resources	Objective	Redevelop walking tour of historic sites in Hartwell.
Economic Development/ Historic Resources	Objective	Produce brochure displaying public parking sites, historic walking tour information, etc. and distribute.
Land Use	Goal	Provide adequate opportunity for the development of suitable land uses within Hartwell.
Land Use	Objective	Amend zoning ordinance to provide adequate space and provision for multi-family, commercial, and other types of development.
Land Use	Goal	Encourage infill development of vacant, platted lots in Hartwell, construction of multi-family dwellings, as well as a variety of other land uses.
Land Use	Objective	At least 75% of new detached residential building permits should be issued on existing lots of record.
Land Use	Goal	Increase percentage of multiple-family housing stock by the year 2025.
Land Use	Objective	Reclassify certain vacant lands for multiple-family residential to the R-2, Multi-family zone at the time a new zoning ordinance map is updated and adopted.
Land Use	Policy	Provide for the anticipated future expansion for public

**CITY OF HARTWELL
COMPREHENSIVE PLAN**

IMPLEMENTATION

ELEMENT	TYPE OF STATEMENT PRIORITY	DESCRIPTION
		institutional, commercial and industrial land uses in the city.
Land Use	Objective	Ensure that the zoning map allows expansion of the central business district, westward along Johnson, Franklin and Howell Streets.
Land Use	Objective	Ensure that the zoning map reflects expanded industrial lands adjacent to existing industrial uses.
Land Use/ Natural Resources	Goal	Preserve environmentally sensitive/important lands through regulatory protections.
Land Use	Goal	Ensure new development is designed in an adequate manner.
Land Use	Objective	Adopt or revise subdivision regulations ensuring adequate provision of safe and convenient pedestrian and vehicular traffic access, required streets, utilities, and any other facilities deemed necessary.
Community Facilities	Goal	Provide adequate community facilities to taxpayers and visitors to Hartwell.
Community Facilities (Public Safety)	Objective	Replace vehicles as necessary.
Community Facilities (Fire Protection)	Objective	Replace/purchase equipment as necessary.
Community Facilities (Fire Protection)	Objective	Pursue continued decreased ISO.
Community Facilities (Water System)	Objective	Plan for increased allocation of water from Lake Hartwell to meet future city/county needs.
Community Facilities (Water & Sewer Systems)	Objective	Continue regular maintenance of system.
Community Facilities (Water/Sewer Systems)	Goal	Encourage the annexation of areas utilizing "urban" services of Hartwell.
Community Facilities (Sewer System)	Objective	Finalize and implement expansion of treatment capacity/methods.
Community Facilities (Library)	Objective	Continue library funding to provide funds for expansion of collection.
Community Facilities (Parking)	Goal	Improve parking in the vicinity of downtown Hartwell.
Community Facilities (Parking)	Objective	Erect signs pointing to and labeling public parking area.
Community Facilities (Sidewalks)	Objective	Continue efforts to seek/allocate funding for "The Hartwell Streetscape Revitalization Plan".

ELEMENT	TYPE OF STATEMENT PRIORITY	DESCRIPTION
Community Facilities (Roads)	Objective	Encourage/promote construction of a four lane access highway from Hartwell to I-85.

SHORT TERM WORK PROGRAM (STWP)

The Short Term Work Program (STWP) is the implementation part of the comprehensive plan that list specific actions and objectives to be undertaken annually by each local government over the upcoming five years to implement the approved comprehensive plan. Each item in the STWP refers to an element within the plan to justify the action; provides a description of the action to be taken; information on estimate costs; item responsibility; and, possible technical assistance and funding sources for the item.

A Short Term Work Program has been developed for the City of Hartwell. The local government is responsible for implementing its own STWP. At the end of the five years the will be required to prepare a Report of Accomplishments reporting on the items it the STWP. The city then must prepare a new STWP for the next five years to continue implementing the comprehensive plan goals and policies.

STWP from comp plan goals.

Attached

**COMP PLAN SHORT-TERM WORK PROGRAM
2005 - 2009**

PLAN ELEMENT	DESCRIPTION	2005	2006	2007	2008	2009	ESTIMATED COST; DEPT. RESPONSIBLE	DEPARTMENT FUNDING & ASSISTANCE SOURCE
COMMUNITY FACILITIES	PROVIDE TOT RECREATION PARK IN ROME SUBDIVISION				X		STREET DEPT \$ 10,000	LDF OR CDBG GRANT
	PURCHASE TWO NEW POLICE VECHICLES PER YEAR	X	X	X	X	X	POLICE DEPT \$ 40,000	GEN FUND
	PURCHASE NEW FIRE TRUCK					X	FIRE DEPT \$ 250,000	GEN FUND
	CREDIT CARD CUSTOMER PAYMENTS		X				ADMIN NO COST	UTILITIES
	WEB SITE & INTERNET ACCESS		X				ADMIN \$ 7,500	GEN FUND
	RECYCLING			X	X	X	SANITATION \$ 50,000	ENTERPRISE FUND
	PURCHASE ADDITIONAL SPACE FOR POLICE & FIRE DEPT				X	X	\$ 250,000	GEN FUND/GRANT
	POLICE DEPT/COURT SYSTEM SECURITY			X	X	X	\$ 20,000	GEN FUND
	POLICE DEPT - JAIL			X	X		\$ 250,000	GRANT
	FINISH POLICE FIRING RANGE & TRAINING CENTER		X	X	X		\$ 10,000	GEN FUND

**COMP PLAN SHORT-TERM WORK PROGRAM
2005 - 2009**

PLAN ELEMENT	DESCRIPTION	2005	2006	2007	2008	2009	ESTIMATED COST; DEPT. RESPONSIBLE	DEPARTMENT FUNDING & ASSISTANCE SOURCE
ECONOMIC DEVELOPMENT	PROMOTION OF LOCAL FESTIVALS, EVENTS & HISTORIC TOURS	X	X	X	X	X	DDA & C OF E	GEN FUND
	COOPERATE WITH DOWNTOWN MAIN STREET PROGRAM	X	X	X	X	X	CITY MANAGER \$ 666,000	GRANT
	IMPROVE DOWNTOWN SIDEWALKS - DEPOT ST				X		\$1,000,000	GRANT
	IMPROVE ROADS	X	X	X	X	X	\$ 120,000 \$ 75,000	SPLOST DOT
	DEVELOP ADD'L DOWNTOWN PARKING LOT		X				\$ 185,000	GRANT USDA COUNTY/CITY
	ROME STREET NEIGHBORHOOD REDEVELOPMENT PLAN		X	X			PLANNING & ZONING DEPT \$ 1,200,000	GRANT
	IMPROVE SEWER SYSTEM/PLANT		X	X	X	X	\$ 2,200,000	SPLOST FUNDS

**CITY OF HARTWELL
REPORT OF ACCOMPLISHMENTS
2000 - 2004**

PLAN ELEMENT	DESCRIPTION	Accomplished	Currently Undertaken	Project Postponed	No L I
CF	Provide Tot Recreation Park in Rome Street			X	
CF	Purchase two new vehicles per year	X			
CF	Purchase new fire truck	X			
CF	Update downtown water/sewer/stormwater lines	X			
ED	Promote local festivals, events and historic tours	X			
ED	Develop water system with Hart County Water Authority	X			
ED	Cooperate with Downtown Mainstreet Program		X		
ED	Improve downtown sidewalks	X			
ED	Improve road and rail system	X			
ED	Consider implementation of Strategy Plan for Economic Development				

**CITY OF HARTWELL
REPORT OF ACCOMPLISHMENTS
2000 – 2004**

PLAN ELEMENT	DESCRIPTION	Accomplished	Currently Undertaken	Project Postponed	No
HSG	Aggressively sell houses and lots in Rome Street Subdivision	X			
HSG	Continue to encourage multi-family residential development	X			
HSG	Encourage development of housing for low and moderate income families	X			
HIST	Computerize register of historic houses and buildings				
HIST	Revise historic preservation commission ordinance			X	
HIST	Produce and distribute brochure on walking tour and public park sites	X			
LU	Aggressively annex viable areas	X			
LU	Amend and combine zoning and sign ordinances				
LU	Update Zoning Map	X			
LU	Revise subdivision ordinance	X			
NR	Establish an Audubon Bird Sanctuary at Golf Course	X			
NR	Promote stormwater management and include in subdivision ordinance	X			
NR	Continue to upgrade Urban Forest	X			