

UNINCORPORATED WHITFIELD COUNTY

Presenting the Community Vision, Community Issues & Opportunities and the Implementation Plan for Unincorporated Whitfield County

Whitfield County was established on December 30, 1851 by the Georgia General Assembly. The county was named for George Whitefield, a minister in the Church of England who settled in Georgia in 1738. Whitfield County had a 2007 estimated population of 93,379 and is bounded by the Georgia-Tennessee state line to the north, Murray County to the east, Gordon County to the south and Catoosa and Walker counties to the west.

Whitfield County includes the municipalities of Cohutta, Dalton, Tunnel Hill and Varnell. It also consists of numerous smaller communities that are not incorporated cities but are recognized places in the County. These are addressed by geographic area:

Northside

The northern portion of the County (north of Dalton city limits/ Dawnville Road area and east of I-75) includes agricultural and low-density residential uses east of SR 71/Cleveland Highway, suburban neighborhoods and commercial nodes along SR 71, and the ridges of Rocky Face and Cohutta. Northside Whitfield County includes the following communities: Beaverdale, Cedar Valley, Cohutta Ridge, Hopewell, Norton, Plainview, Pleasant Grove, Prater's Mill, Norton, Rocky Face Ridge, Toonerville and Waring.

Southside

The south side of Whitfield County is located south of the City of Dalton. The area includes portions of the Chattahoochee National Forest located west of I-75, interchange areas at Carbondale and Connector 3 as well as historic rural communities located throughout the area. Southside Whitfield County includes the following communities: Carbondale, Five Springs, Nance Springs, Phelps, River Bend and Tilton.



Dug Gap Road winds along the west side of the ridge in unincorporated Whitfield County.



Multi-purpose trails located in Edwards Park in north Whitfield County

Westside

The west side of the County is comprised of the areas west of I-75, including residential areas south of Tunnel Hill, the steep slopes of the Dug Gap Ridge, the Chattahoochee National Forest and the western most portion of the county, and the following communities: Dug Gap Ridge, Gordon Springs, Mill Creek, Mt. Vernon and Trickum.

Eastside

The eastern portion of Whitfield County includes areas east of the City of Dalton, including a segment of the Dalton Bypass, commercial development along SR 76, higher density residential areas just east of Dalton, and the Dalton Municipal Airport. Eastside Whitfield County includes the following communities: Dawnville, Cedar Ridge and Keith's Mill.

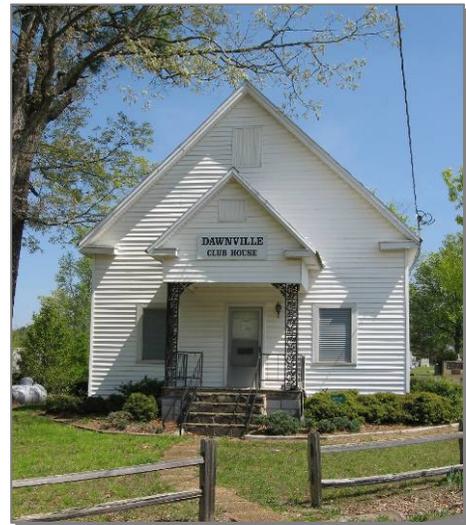
COMMUNITY VISION

The Community Vision section paints a picture of what the Whitfield County desires to become and provides complete descriptions of the development patterns envisioned. This section begins with the vision statement for unincorporated Whitfield County. The Community Vision then presents the Future Development Map subsection that includes the Future Development Map with supporting character area descriptions. Finally, the Community Vision outlines its relationship to the Quality Community Objectives (QCO) as set forth by DCA in Appendix A.

VISION STATEMENT

Whitfield County and its cities are a proud and vibrant community that works to promote sustainability and self-sufficiency. We embrace our history while coming together as a community to promote economic growth and development, protect our natural and cultural resources and build a successful future for our children that includes:

- Guiding future development with informed land use plans that take into account the protection of our natural resources
- Providing a variety of walkable neighborhoods with sidewalks, greenway trails and bike lanes
- Creating a variety of opportunities for our children, including recreational facilities, historical and educational-oriented resources
- An inclusive community that offers a variety of public transportation opportunities for its residents, with special attention given to those disadvantaged by age, income, or special needs
- A community that embraces its history with preservation of historic resources and neighborhoods



Club building located in Dawnville community of east Whitfield County

- A clean, comfortable, nice, peaceful, family-friendly community
- A community that actively promotes and pursues innovative businesses, while investing in and retaining a high quality of life for our residents.
- A regional university that has attractive programs and an enriching educational environment
- A community rich with neighborhood parks

FUTURE DEVELOPMENT MAP

A key component of the comprehensive planning process is the creation of a Future Development Map that reflects the vision for growth and development for the next 20 years. This vision, which was developed with the extensive public visioning process described in Chapter 1, is expressed in unique “character areas.”

Character area planning focuses on the way an area looks and how it functions. Tailored development strategies are applied to each area, with the goal of enhancing the existing character/function or promoting a desired character for the future. Character areas define areas that presently have unique or special characteristics that need to be preserved, have potential to evolve into unique areas or require special attention because of unique development issues.

The following pages present the Future Development Maps/character area narratives for unincorporated Whitfield County. Each description includes the following information:

- Development Pattern
- Primary Land Uses
- Implementation Strategies
- Quality Community Objectives

The **development pattern** describes the nature of preferred development in a character area. The description is expressed in terms of characteristics that may include:

- Appropriate building or site design
- Infrastructure required to support development
- Intensity of development
- Type and extent of connectivity between uses, including sidewalk/trail accommodations and street design
- Environmental, scenic, historic or cultural features
- Open space
- Proper land development practices
- Relationship between land uses or character areas
- Traffic mitigation measures
- Availability of, and access to, public spaces or park areas



Historic rural home located in the Dawnville community of east Whitfield County

- Landscape or buffer treatments
- Alternative approaches to conventional development

The **primary land use** section lists permissible land uses within each character area. This section identifies a recommended land use for each parcel in a character area.

Finally, the **implementation strategies** section identifies the measures the County can take to ensure that the development pattern described by each character area can be implemented. Typical strategies include capital projects, adoption or amendment of regulations, preparation of supplemental plans or studies, implementation of existing studies, and collaboration between entities to achieve a common goal.

In addition to the three levels of description above, the **Quality Community Objectives (QCO)** analysis for each Character Area can be found in Appendix A. This identifies the QCOs that will be pursued in the character area. These objectives were adopted by the Georgia Department of Community Affairs (DCA) to measure how communities preserve their unique resources while accommodating future development.

The Future Development Map for unincorporated Whitfield County identifies the following character areas:

- | | |
|-------------------------------------|-----------------------------|
| ▪ Preserve | ▪ Transition Corridor |
| ▪ Rural Agricultural Reserve | ▪ Bypass Corridor |
| ▪ Rural Residential | ▪ Community Activity Center |
| ▪ Rural Neighborhood Revitalization | ▪ Regional Activity Center |
| ▪ Rural Crossroads | ▪ Interchange |
| ▪ Ridge Conservation | ▪ Industrial |
| ▪ Suburban Neighborhood | ▪ Airport |
| ▪ Emerging Suburban | ▪ Dalton State Corridor * |
| ▪ Rural Corridor | ▪ Medical District * |
| ▪ Commercial Corridor | |

** The majority of parcels are located inside the Dalton city limits. For a complete description of these character areas please reference Chapter 3.*

PRESERVE

The Preserve character area describes primarily public or privately-owned land intended to remain as open space for preservation and recreation needs and are not suitable for urban or suburban development. Land can be owned outright or subject to conservation easements. This character area includes major parklands, undeveloped natural lands, and environmentally sensitive areas and significant natural features including steep slopes, floodplains, wetlands, watersheds, wildlife management areas, and conservation areas not suitable for development of any kind. The Preserve character area seeks to enhance the significance of these resources and ensure their protection.

Development Patterns

The development pattern should seek to:

- Preserve natural resources, habitats, views, and rural/agricultural character
- Protect open space in a linear pattern, typically following the flood plain of river and stream corridors and accommodate greenways
- Maintain a high degree of open space
- Prevent degradation to natural resources in areas that have already developed or have the potential to develop due to existing zoning
- Minimize impervious surfaces
- Protect water quality with appropriate stream and reservoir buffers and prohibition of uses that are prone to pollution
- Provide opportunities for passive use recreation and tourism destinations (e.g. canoeing, fishing, hunting, hiking, etc.) and environmental education

Primary Land Uses

- Undeveloped areas left in their natural state
- Passive recreation (for environmentally constrained areas)
- Active recreation (for non-environmentally constrained areas)
- Agriculture

Implementation Strategies

- ☞ Develop a Countywide Greenways Master Plan that outlines a countywide system of interconnected greenway/trail corridors, addresses greenway trail crossings of all roads, defines specific priorities for property acquisition to develop the system, and addresses recommendations of Conasauga River Alliance
- ☞ Adopt specific cross sections for roads that cross Preserve character areas



Mill Creek in west Whitfield County and its floodplain are part of the Preserve character area.



Wetlands such as those shown above found adjacent to the Old Dixie Highway corridor south of the Dalton Bypass, are part of the Preserve character area.



Public parks, such as the county-owned property adjacent to Valley Point middle and elementary schools, are also part of the Preserve character area.

- ☞ Promote Preserve character areas as passive-use tourism and recreation destinations
- ☞ Encourage use of Agricultural Best Management Practices(BMP) to protect water quality
- ☞ Promote the use of conservation easements and conservation tax credits by landowners
- ☞ Adopt “Part V” Environmental Ordinances for river corridor, watershed protection and groundwater recharge areas in accordance with Georgia Department of Natural Resources’ minimum environmental planning criteria
- ☞ Follow BMPs for erosion and sedimentation control, as defined in the Georgia Erosion and Sedimentation Act



Ridge conservation is important in order to protect views and the natural resources.

RIDGE CONSERVATION

This area includes the Rocky Face Ridge and Dug Gap Ridge that both parallel I-75, as well as all steep slopes (minimum slope of 25%). Hillside development has the potential to harm the area’s natural resources and scenic views due to erosion and the loss of trees. The Ridge Conservation character area is intended to maintain the areas’ ridgelines, which contribute to the County’s unique character and its history, while accommodating low-density residential development with minimal impact on the environment.

Development Pattern

The development pattern should seek to:

- Protect water quality with appropriate soil erosion and control and groundwater recharge protection area measures
- Preserve historic/cultural resources along ridges
- Incorporate adequate infrastructure for accessibility and for water and fire protection needs
- Protect existing trees
- Protect steep slopes and natural landscape
- Protect scenic views
- Preserve rural character and viewsheds
- Conserve natural features and resources
- Limit impacts of new development on the environment
- Reduce impervious cover
- Utilize natural features for stormwater management
- Encourage low-intensity uses



New residential development occurring atop the ridge in the Ridge Conservation character area.



Dug Gap Road winds through the ridge west of Dalton.

Primary Land Uses

- Undeveloped areas left in their natural state
- Passive recreation
- Low-intensity single-family residential
- Forestry/Agricultural

Implementation Strategies

- ☞ Adopt hillside development/steep slope ordinance

RURAL AGRICULTURAL RESERVE

The Rural Agricultural Reserve character area includes predominantly rural, undeveloped land that is suited for agricultural and large-lot residential uses. These areas are intended and designed to remain rural. Housing tends to be scattered across the landscape on very large lots and is typically not in proximity to major transportation networks, commercial areas, or sewer infrastructure. Development in the area should respect the community's rural tradition and active farms and maintain its rural, open spaces. These areas lack sewer infrastructure which makes urban and suburban scale development unsuitable.

The Rural Agricultural Reserve character area comprises much of the northeast, southwest and southeast portions of the County, including the following communities: Beavertdale, eastern Hopewell, Norton, Prater's Mill, Gordon Springs, Trickum, River Bend, and portions of Nance Spring and Tilton.

Development Patterns

The development pattern should seek to:

- Protect farmland, open space and environmentally-sensitive areas by maintaining large lot sizes and adopting local policies promoting the right to farm
- Benefit from use of land conservation tools that may include conservation easements, conservation subdivisions, Purchase of Development Rights (PDRs), and Transfer of Development (TDRs)
- Preserve economic function of agriculture, livestock and forestry
- Promote and protect historic resources
- Preserve rural character, view sheds, hillsides and other natural features/resources
- Preserve natural hydrology and drainage ways
- Discourage extension of public utilities into these areas (i.e. public sewer)
- Carefully design roadway alterations to minimize scenic and environmental impacts
- Minimize impervious cover



Farms on large acreage dominate the countryside in northeast Whitfield County, which is home to a majority of the Rural Agricultural character area.



Conservation subdivisions allow smaller lots in exchange for protecting large areas of open space and are appropriate in Rural/Agricultural areas. These subdivisions are appropriate, though at different overall densities, for the Rural Agricultural and Rural Residential character areas.

- Discourage excessive clearing and grading in order to protect trees, topography and water quality
- Accommodate low-intensity residential uses at a net density of 1 dwelling unit per 25 acres
- Protect water quality with appropriate soil erosion and control and groundwater recharge protection area measures

Primary Land Uses

- Agricultural
- Rural residential
- Passive recreation
- Civic uses/Public/Institutional (at rural scale only)

Implementation Strategies

- ☞ Adopt a policy that discourages extension of public utilities into Rural Agricultural Reserve character areas
- ☞ Prepare and adopt a Rural Agricultural Reserve zoning district or amend existing zoning districts to meet the minimum lot requirements envisioned by the Rural Agricultural Reserve Character Area
- ☞ Encourage use of Agricultural Best Management Practices (BMP) for Protecting Water Quality
- ☞ Prepare and adopt a Conservation Subdivision Ordinance that allows for cluster development to preserve rural character, sensitive natural resources and large tracts of permanent green space
- ☞ Adopt typical street cross-sections and/or development standards for Rural Agricultural Reserve character areas that identify appropriate width and configuration and that require paved roads to use drainage swales in lieu of curb, gutter and sidewalk
- ☞ Promote the use of conservation easements and conservation tax credits by landowners to help preserve viable farmland
- ☞ Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development (TDRs)
- ☞ Promote the use of common area drain fields and/or neighborhood-scale sewerage treatment systems to reduce parcel size in areas that must be served by septic tanks **(for areas proposing Conservation Subdivisions only)**



Rural Agricultural character area includes large farms.



Rural Residential character area along Old Dixie Highway in south Whitfield County.

RURAL RESIDENTIAL

The Rural Residential character area includes predominantly rural, undeveloped land that is suited for agricultural, “conservation subdivision” and/or large-lot residential uses. Rural Reserve areas consist of privately owned areas where agricultural uses and low density development are common. These areas are intended and designed to remain rural. Housing tends to be clustered in hamlets or are scattered across the landscape and are typically not in

proximity to major transportation networks, commercial areas, or infrastructure. Development in the area should respect the community's agricultural tradition and maintain its rural, open spaces.

Lack of sewer infrastructure is common, which makes urban and suburban scale development unsuitable. Conservation subdivisions may be a suitable alternative to large-lot residential uses and an appropriate response to development pressures for neighborhood development in order to maximize existing open space and viewsheds.

Rural Residential character areas are located north of Dalton, east and west of the Emerging Suburban areas (see Emerging Suburban character area description) that parallel SR 71/Cleveland Highway, as well as in the southwestern of the County. The following communities are included in the Rural Residential character area: Cohutta Ridge, western Hopewell, Cedar Valley, Dawnville, Toonerville, Mill Creek, and Carbondale.

Development Patterns

The development pattern should seek to:

- Protect farmland, open space and environmentally-sensitive areas by maintaining large lot sizes or clustering residential development in a design that incorporates significant amounts of open space and natural conservation areas
- Preserve economic function of agriculture, livestock and forestry
- Promote and protect historic and natural resources
- Preserve rural character, view sheds, and natural features/resources
- Preserve natural hydrology and drainage ways and utilize natural features for stormwater management
- Discourage extension of public utilities into these areas (i.e. public water and sewer)
- Carefully design roadway alterations to minimize scenic and environmental impacts
- Minimize impervious cover
- Limit impacts of new development, including clearing and grading, on the environment
- Accommodate low-intensity uses
- Accommodate rural residential with a net density of 5 dwelling units per acre
- Promote the use of conservation subdivisions
- Connect subdivisions to greenways/trails wherever possible
- Protect water quality with appropriate soil erosion controls and groundwater recharge protection area measures, including Best Management Practices (BMP)



Conservation subdivision example in South Fulton County, Georgia. These subdivisions are appropriate, though at different overall densities, for the Rural Agricultural and Rural Residential character areas.



Rural Residential character area in the Carbondale area of south Whitfield County



Rural Residential character area is generally characterized by large lot residential development.

Primary Land Uses

- Agricultural
- Rural residential
- Passive recreation
- Civic uses/Public/Institutional (at rural scale only)

Implementation Strategies

- ☞ Prepare and adopt a Rural Residential zoning district or amend existing zoning districts to meet the minimum lot requirements envisioned by the Rural Residential Character Area
- ☞ Prepare and adopt a Conservation Subdivision Ordinance that allows for cluster development to preserve rural character, sensitive natural resources and large tracts of permanent green space
- ☞ Discourage extension of public sewer infrastructure into Rural Residential character areas
- ☞ Adopt typical street cross-sections and/or development standards for these areas that identify appropriate width and configuration and that require paved roads to use drainage swales in lieu of curb, gutter and sidewalk
- ☞ Encourage use of Agricultural Best Management Practices (BMP) for Protecting Water Quality
- ☞ Promote the use of common area drain fields and/or neighborhood-scale sewerage treatment systems to reduce parcel size in areas that must be served by septic tanks **(for areas proposing Conservation Subdivisions only)**



Rural Corridor character area along SR 52 east of Varnell

RURAL CORRIDOR

The Rural Corridor character area includes sparsely developed or undeveloped public or private land on both sides of a rural arterial with significant natural, scenic or pastoral views that would be disrupted by leap frog, conventional suburban residential development along or near the corridor. Public roadway features, such as signs, roadside erosion control, drainage and materials storage also have a major impact on the scenic quality and character of these corridors. The overall character of the Rural Corridor character areas is similar to Rural Agricultural and Rural Residential areas, but it differs in that pressure for development tends to be greater along corridors. The Rural Corridor character area covers roughly 300 feet of property on each side of Rural Corridors shown on the Future Development Map.

Development Patterns

The development pattern should seek to:

- Prohibit linear, commercial strip center development and concentrate commercial development at Rural Crossroads nodes

- Enact guidelines for new development that enhance the scenic value of the corridor and addresses landscaping and architectural design to protect rural scenery, historic resources and prevent unattractive sprawl development/visual clutter along the roadway
- Preserve tree lines and groves adjacent to the corridor
- Consider the use of drainage swales for paved roads in lieu of curb and gutter
- Encourage compatible architectural styles that maintain the regional rural character and do not include franchise or corporate architecture
- Limit parking in front of commercial properties
- Connect to regional network of greenspace and trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreational purposes
- Provide bicycle accommodations
- Institute driveway controls and access management standards to facilitate traffic flow
- Promote and protect historic and natural resources
- Promote Cohutta-Chattahoochee Scenic Byway spur to Prater's Mill

Primary Land Uses

- Passive or small active parks
- Agriculture
- Large lot residential

Implementation Strategies

- ☞ Prepare and adopt Rural Corridor Overlay District
- ☞ Prepare an Access Management Plan for Rural Corridors with recommendations that include opportunities for driveway consolidation and interparcel access

RURAL NEIGHBORHOOD REVITALIZATION

The Rural Neighborhood Revitalization character area encompasses the southern portion of the County, east of I-75 on both sides of U.S. 41/Dixie Highway. The character area includes residential uses (primarily low-density residential) as well as undeveloped or agricultural areas. Like the Rural Residential character area, development should respect the community's agricultural tradition and maintain its rural, open spaces, which can be achieved with the use of conservation subdivisions. Unlike the Rural Residential areas, this character area includes opportunities for infill development and community revitalization efforts in more established residential areas.



Rural Corridor character area along SR 286/Dawnville Road in east Whitfield County



Example of the Rural Neighborhood Revitalization character area in southeast Whitfield County

Development Patterns

The development pattern should seek to:

- Stabilize and maintain existing housing stock
- Accommodate infill development that compliments the scale, setbacks and style of existing adjacent homes
- Preserve rural character, open spaces, view sheds, natural features/resources and farmland
- Preserve natural hydrology and drainage ways and utilize natural features for stormwater management
- Carefully design roadway alterations to minimize scenic and environmental impacts
- Minimize impervious cover
- Limit impacts of new development, including clearing and grading, on the environment
- Accommodate low-intensity uses
- Accommodate rural residential at a net density of 1 dwelling units per 5 acres
- Promote the use of conservation subdivisions
- Connect subdivisions to greenways/trails wherever possible
- Protect water quality with appropriate soil erosion and sedimentation control and groundwater recharge protection area measures



Example of the Rural Neighborhood Revitalization character area in southeast Whitfield County

Primary Land Uses

- Rural residential
- Agricultural
- Passive recreation
- Civic uses/Public/Institutional (at rural scale only)

Implementation Strategies

- ☞ Prepare and adopt a new zoning district or amend existing zoning districts to meet the minimum lot requirements envisioned by the Rural Neighborhood Revitalization character area
- ☞ Prepare revitalization strategy for addressing housing needs identified in the Whitfield County Housing Condition Study for this area
- ☞ Prepare and adopt a Conservation Subdivision Ordinance that allows for cluster development to preserve rural character, sensitive natural resources and large tracts of permanent green space
- ☞ Discourage extension of public sewer infrastructure into Rural Neighborhood Revitalization character areas
- ☞ Adopt typical cross-sections and/or development standards specific to Rural Neighborhood Revitalization character areas that identify



Site designs that place parking to the rear or side of buildings help preserve rural character, while also providing retail and other services for surrounding communities.

appropriate roadway width and configuration and that require paved roads to use grass drainage swales in lieu of curb, gutter and sidewalk

RURAL CROSSROADS

The Rural Crossroads character area includes key intersections in small communities in more rural areas of the County, including Cedar Valley, Cedar Ridge, Gordon Springs and Mill Creek. These areas are intended to serve adjacent residential or agricultural areas with limited goods and services concentrated around an intersection rather than spread out in a linear fashion along a roadway. Small scale retail uses, public facilities such as churches, fire stations, post offices and libraries, and agricultural support businesses such as commercial nurseries, farm implement sales and supply stores, farmer's markets and feed and seed stores are appropriate uses in this character area.

Development Pattern

The development pattern should seek to:

- Protect rural character
- Provide small-scale commercial opportunities for meeting local needs
- Cluster buildings at the area's center
- Maintain open space surrounding the center
- Encourage compatible architecture styles that maintain the regional rural character rather than "franchise" or "corporate" architecture
- Limit clearing and grading
- Reduce access points along the highway
- Connect to greenways/trail system, wherever possible

Primary Land Uses

- Neighborhood or rural commercial uses
- Civic/institutional (at a rural scale only)
- Passive or active parks

Implementation Strategies

- ☞ Adopt Rural Crossroads Zoning Overlay District that includes minimum standards for commercial building and site design
- ☞ Widen roadways only when absolutely necessary

SUBURBAN NEIGHBORHOOD

The Suburban Neighborhood character area describes areas where conventional patterns of post-World War II suburban residential subdivision development have been the dominant pattern. In addition to conventional subdivisions, some multi-family uses are present in this character area. Neighborhoods tend to be



Rural Crossroads character area in the Mill Creek community



Suburban neighborhood character area near Varnell

characterized by low pedestrian orientation, larger lot sizes, high to moderate degree of building separation, and are predominantly residential with scattered civic buildings and varied street patterns (often curvilinear) that include cul-de-sacs.

This character area is typically found in established neighborhoods that surround historic areas and in unincorporated areas where growth has occurred over the last thirty years. Examples can be found surrounding Dalton, Tunnel Hill, north and southwest of Varnell and in the communities of Plainview, Waring, Pleasant Grove, Rocky Face, Mt. Vernon, and Five Springs.

Development Pattern

The development pattern should seek to:

- Accommodate infill development that compliments the scale, setback and style of existing adjacent homes
- Maintain existing tree cover
- Provide safe facilities for pedestrians, school buses, and bicyclists using the road right-of-way
- Incorporate sidewalks, traffic calming improvements and/or increased street interconnections, where appropriate, to improve walkability within existing neighborhoods as well as connectivity to neighboring communities and major destinations, including schools
- Connect to a network of greenways/trails, wherever possible
- Accommodate senior housing opportunities, which can be integrated into neighborhoods that benefit from close proximity to local shops and services
- Encourage the location of schools, community centers or well-designed small-scale commercial activity centers at suitable locations within walking distance of residences

Primary Land Uses

- Single-family residential
- Parks
- Public/institutional

Implementation Strategies

- ☞ Implement recommended sidewalk projects from the North Georgia Regional Bike and Pedestrian Facilities Plan
- ☞ Prepare and adopt a connector street plan

EMERGING SUBURBAN

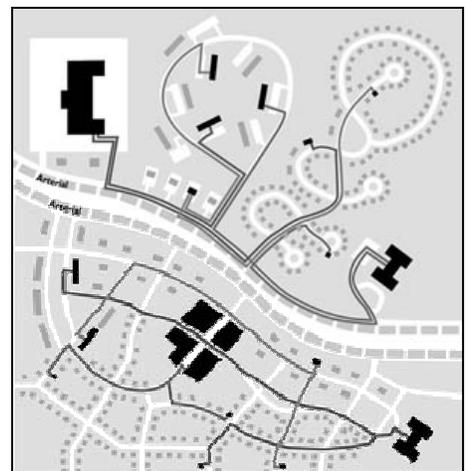
The Emerging Suburban character area covers areas east of Dalton, west of I-75 around and south of Tunnel Hill, and along SR 71/Cleveland Highway that have experienced some residential growth and are positioned to accommodate more due to general



Example of suburban neighborhood development in the Mt. Vernon community of Whitfield County



Suburban Neighborhood development in Whitfield County typically has wide lots with a limited pedestrian network, as shown above.



The Emerging Suburban character area seeks to encourage the connectivity depicted on the bottom of the diagram and discourage conventional suburban sprawl shown in the top of the diagram.

land use trends in the area or to proximity to existing neighborhoods.

New development should provide pedestrian and vehicular connectivity, a range in housing types and sizes, and traffic calming measures. For the most part, non-residential uses should be accommodated in the Community Activity Center character area.

Neighborhood focal points can be created within Emerging Suburban areas by locating schools or community centers at suitable locations within walking distance of residences. Small-scale, walkable mixed use neighborhood centers can create neighborhood focal points and can be accommodated with master-planned, Traditional Neighborhood Developments (TND). In addition, conservation subdivisions should be permitted as a suitable alternative to traditional low-density residential subdivisions in order to protect and maximize open space.

Development Pattern

The development pattern should seek to:

- Protect natural and scenic resources
- Provide connected system of streets within new neighborhoods and to existing neighborhoods where possible, resulting in an expanded/alternate local street network for motorists and emergency vehicles
- Accommodate master-planned, Traditional Neighborhood Development (TND) that blends residential development with schools, parks, recreation, retail businesses and services that are linked in a compact pattern, encourages walking, and minimizes the need for auto trips within a subdivision
- Provide safe facilities for pedestrians, schools buses, and bicyclists using the road right-of-way
- Connect to a network of greenways/trails, wherever possible
- Provide adequate open space and active and passive recreation opportunities for area residents
- Limit clearing and grading
- Permit use of conservation subdivisions with the goal of maximizing open space
- Include a variety of housing choices
- Provide sidewalks, street trees and decorative, pedestrian-scale lighting
- Promote street design that fosters traffic calming such as narrower residential streets, on-street parking and street trees
- Encourage the location of schools, community centers or well-designed small-scale commercial activity centers at suitable locations within walking distance of residences



Emerging Suburban neighborhood located in Westside



A wider range of housing types in limited areas of the county, such as attached townhomes shown above integrated into a larger mixed use neighborhood, is needed in order to meet the anticipated demand of changing demographics in Whitfield County.



Pedestrian-friendly streets with sidewalks, street trees and homes with front porches are encouraged in Emerging Suburban.

- Protect water quality with appropriate measures for soil and erosion control and groundwater recharge area protection, including Best Management Practices (BMP)

Primary Land Uses

- Single-family residential (net density of 2 dwellings per acre)
- Parks
- Public/institutional

Implementation Strategies

- ☞ Prepare and adopt a Traditional Neighborhood Development (TND) Ordinance
- ☞ Prepare and adopt street connectivity requirements that require a connected system of streets within new subdivisions and connections to existing subdivisions, including requiring multiple stub out streets to allow for future connectivity when adjacent properties develop
- ☞ Expand sewer service to include all Emerging Suburban, Suburban Neighborhood and Traditional Neighborhood character areas currently underserved
- ☞ Adopt a Tree Protection/Replacement Ordinance that limits clearing and grading and therefore maintains the natural tree canopy as much as possible

REGIONAL ACTIVITY CENTER

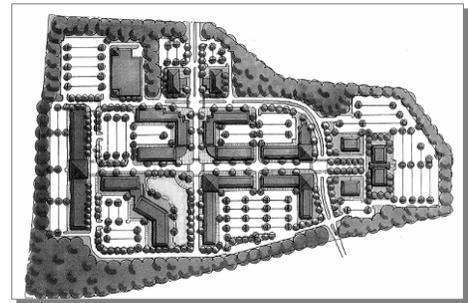
Regional Activity Center character area represents a concentration of regionally-marketed commercial and retail centers, office and employment areas, and mixed use development. These areas are characterized by a high degree of access by vehicular traffic, on-site parking, low degree of internal open space; high floor-area-ratio; large tracts of land, campus or unified development.

While established Regional Activity Centers are typically single-story suburban shopping centers with minimal office space and housing and limited parking lot landscaping, over time these areas should evolve into mixed use, walkable centers of commerce that attract customers from a regional market and include a variety of housing choices.

An example of this character area is West Walnut Avenue., located east of I-75. This area, which includes the Dalton Factory Outlet Stores and other commercial uses that benefit from close proximity to the interstate and serve both local residents as well as interstate traffic, is currently the retail center of the County and is a significant gateway to Dalton and surrounding areas. As an important gateway to the county as well as a heavily traveled area, focus should be paid on enhancing mobility and connectivity for cars and pedestrians, as well as the overall aesthetics of the area (streetscape and building/site design).



Example of appropriate design and intensity for Regional Activity Centers shown above at The Avenues of Indian Lake in Hendersonville, Tennessee



Master Plans are an essential part of ensuring that regional mixed use areas develop as envisioned.



Example of appropriate scale and landscaping in the Regional Activity Center shown from the Gerber Village development in Asheville, North Carolina

Desired development patterns

- Include relatively high-density mix of retail, office, services, and employment to serve a regional market area
- Include a diverse mix of higher-density housing types, including multi-family town homes, apartments, lofts, and condominiums, including affordable and workforce housing
- Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring residential areas and major destinations, such as neighborhood centers, health facilities, commercial clusters, parks, schools, etc.
- Design should be very pedestrian oriented, with strong, walkable connections between different uses
- Include direct connections to nearby networks of greenspace or trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreation purposes
- Road edges should be clearly defined by locating buildings at roadside with parking in the rear
- Provide bike lanes or wide curb lanes to encourage bicycling and provide additional safety, provide conveniently located, preferably sheltered, bicycle parking at retail and office destinations and in multi-family dwellings
- Encourage compatible architecture styles that maintain the regional character, and should not include “franchise” or “corporate” architecture
- Provide parking lots that incorporate on-site stormwater mitigation or retention features, such as pervious arrangements in addition to the use of landscaped tree islands and medians to break up large expanses of paved parking

Primary Land Uses

- Commercial (retail and office)
- Multi-family residential
- Mixed-use (including upper story residential)
- Civic/institutional
- Passive and active parks

Implementation Strategies

- ☞ Extend sewer infrastructure to Regional Activity Center character area locations currently without service
- ☞ Encourage “greyfield redevelopment” of existing underutilized shopping centers with mixed use, walkable development
- ☞ Prepare and adopt a Mixed Use Development Ordinance to facilitate greyfield redevelopment and implement Regional Activity Center character area master plans



Quality commercial development appropriate in the Regional Activity Center character area here shown from the Town Center area of Cobb County, Georgia.



Mixed use should be encouraged to include upper-floor residential uses in the Regional Activity Center, such as the above from Rosemary Beach, Florida



Regional Activity Center example of appropriate scale shown from The Avenue of Murfreesboro in Murfreesboro, Tennessee

- ☞ Encourage creation of Tax Allocation Districts (TAD), Community Improvement Districts (CID) or Business Improvement Districts (BID) as a means for financing (including leveraging local funds to receive federal funds) planning and plan implementation improvement projects
- ☞ Prepare and adopt Big Box ordinance to specify design parameters, maximum square footage requirements, a plan for re-use, etc.
- ☞ Adopt Master Plans for Regional Activity Center character areas

COMMUNITY ACTIVITY CENTER

The Community Activity Center character area typically represents locations at important intersections along major thoroughfares adjacent to Suburban Neighborhood and Emerging Suburban areas. Community Activity Centers serve the daily convenience needs of the surrounding community, generally those neighborhoods within a five-to-10-minute drive. These community focal points include a concentration of activities such as general retail, service commercial, professional office, higher-density housing, and appropriate public and open space uses easily accessible by pedestrians.

Development Pattern

The development pattern should seek to:

- Develop with a series of interconnected, pedestrian-scale mixed uses that serve the surrounding residential areas
- Residential development should reinforce the center through locating higher density housing options adjacent to the center, targeted to a broad range of income levels, including multi-family town homes, apartments and condominiums, which also provides a transition between the character area and surrounding areas
- Design for each center should be very pedestrian-oriented, with sidewalks between different uses
- Road edges should be clearly defined by locating buildings at roadside with parking in the rear
- Include direct connections to the greenspace and trail networks
- Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring residential areas and major destinations, such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc.
- Concentrate commercial development at major roadway intersections (nodal development) to serve surrounding residential areas
- Discourage strip development



Development should blend in with surrounding areas and are encouraged to protect existing trees, as shown by this pharmacy in the Grant Park neighborhood of Atlanta.

- Limit driveway spacing along the highway frontage, align driveways wherever possible and require shared driveways
- Provide inter-parcel access
- Incorporate landscaping of commercial sites/parking lots
- Incorporate quality signs that are scaled and placed appropriately
- Encourage shared parking among uses

Primary Land Uses

- Commercial (retail and office)
- Multi-family residential
- Mixed-use (including upper story residential)
- Civic/institutional
- Passive and active parks

Implementation Strategies

- ☞ Follow Best Management Practices (BMP) for any land disturbance activities
- ☞ Prepare and adopt “Big Box” ordinance to specify design parameters, maximum square footage requirements, a plan for re-use, etc.
- ☞ Implement an overlay district or amend land development regulations to direct building placement, design and size, sign placement, size and materials, landscaping, access and other elements that contribute to the look and function of the corridor
- ☞ Prepare and adopt necessary amendments to require interparcel access, limit curb cuts, and require sidewalks with new development
- ☞ Encourage creation of Tax Allocation Districts (TAD), Community Improvement Districts (CID) or Business Improvement Districts (BID) as a means for financing (including leveraging local funds to receive federal funds) planning and plan implementation improvement projects
- ☞ Adopt a Mixed Use Development Overlay District
- ☞ Review sign ordinance for inconsistencies with the desired development pattern and amend accordingly

TRANSITION CORRIDOR

The Transition Corridor character area represents arterial or collector roads with frontage that generally developed with single-family residences that have over the years seen increased traffic and resulting capacity improvements (i.e. road widening). These improvements resulted in increased traffic volume and associated impacts (e.g., noise, increased trash, street widening, etc.) making uses other than single-family residential more attractive. Some corridors are more densely developed with older structures and numerous curb cuts that may provide an opportunity for



Mixed use buildings provide opportunities for retail, office and residential in the same building, as shown in this example from Seaside, Florida



Transition Corridor character area along U.S. 41/Dixie Highway south of Dalton includes some industrial uses within its mix

redevelopment, while others are less developed with a mix of lot sizes and uses, including undeveloped property.

Transition Corridors have experienced or have the potential to experience piecemeal zoning changes that over an extended period result in front yard conversions to parking lots, unsightly home to business additions and conversions, and signage out of proportion to the structures. The Transition Corridor seeks to avoid this approach.

Frontage properties along Transition Corridors should follow the development pattern described for the adjacent road-fronting character areas. However, upon completion of more detailed corridor master plans, these corridors could accommodate new commercial development concentrated in nodes at important intersections, but should not accommodate strip commercial between nodes. With a master plan, the Transition Corridor could also accommodate higher residential densities along the roadway between nodes, with lower density areas beyond the frontage properties. Master plans along with a zoning overlay are necessary to ensure that change along these corridors occurs in an orderly, comprehensive manner and applies consistent development standards throughout the corridor.

Transitional Corridor character areas include:

- U.S. 41/South Dixie Highway south of Dalton to the Connector 3 interchange
- Lafayette Road between Old Highway 41 and Mt. Vernon Road
- Old Highway 41
- U.S. 76 to Lower Dawnville Road/ SR 286

Development Patterns

The development pattern should seek to:

- With a corridor master plan, cluster commercial and mixed use development at major nodes along the corridor that serve adjacent neighborhoods and provide for walkable, higher intensity housing choices located between nodes
- Accommodate conversion of existing residential uses into office or commercial uses while maintaining the existing building
- Preserve or increase traffic flow by consolidating driveways and encouraging interparcel access
- Limit signs and billboards and display unobtrusive business signs that are appropriately sized and constructed for the area
- Incorporate streetscape enhancements to improve the overall appearance of the corridors”



Transition Corridor character area along U.S. 41/Old Dixie Highway south of Dalton includes some residential uses within its mix



New development set back from the street on redeveloping Transition Corridors should protect mature trees where possible and include new landscaping and quality architectural design.

- Depict clear physical boundaries and transitions between the edge of the character area and adjacent character areas, in particularly those that include residential uses
- Landscape parking lots to provide shade, reduce impervious surfaces, to improve the appearance of a site, and to shield parking areas from public view
- Encourage redevelopment that permits minimal building setbacks, mixed use development, screened parking, and requires quality materials and design (related to the building, the site, and signage)
- Reflect coordinated transportation/land use planning by coordinating land use planning with bike, pedestrian and transit opportunities
- Prevent encroachment of commercial uses into adjacent residential areas
- Better integrate stormwater treatment in site planning and design with additional site design standards



Existing Commercial Corridor character area shown along Sk 52 northeast of the Dalton city limits in unincorporated Whitfield County lacks sidewalks and is characterized by limited sign and building design consistency.

Primary Land Uses

- Commercial/retail uses, professional offices, mixed use development (including residential uses above ground-floor retail or office space) and multi-family residential with the completion of a master plan for the corridor.
- Single-family residential

Implementation Strategies

- ☞ Prepare and adopt Streetscape Master Plans for Transition Corridors to guide future enhancements along the roadways (e.g. landscaping, sidewalks and streetlights)
- ☞ Adopt a corridor overlay district to regulate building placement and design, sign placement, size and materials, landscaping, access and other elements that contribute to the look and function of the corridor.



Corridor Commercial areas should over time redevelop as mixed use, pedestrian-friendly communities.

COMMERCIAL CORRIDOR

The Commercial Corridor character area includes developed land on both sides of a high-volume street or highway that is primarily made up of automobile-oriented strip commercial and office development. It is characterized by single-use, generally one-story buildings that are separated from the street and sidewalk (though they often do not have sidewalks) by parking lots with few shade trees. Commercial Corridors generally have a high degree of traffic congestion; numerous curb cuts, especially in more densely developed areas such as Dalton, minimize the transportation functionality of a corridor. Over time, the area should redevelop as pedestrian-friendly mixed use corridors.

Development Patterns

The development pattern should seek to:

- Preserve or increase traffic flow by consolidating driveways and encouraging interparcel access
- Cluster commercial and mixed use development at major nodes along the corridor (see also Commercial Corridor character area description)
- Provide sidewalks and a more pedestrian-friendly environment by incorporating landscaped buffers between the roadway and sidewalks and placing buildings closer to the street
- Limit signs and billboards
- Increase landscaping along the corridor, including in and along parking lots to provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire corridor
- Encourage redevelopment that permits minimal building setbacks, mixed use development, screened parking, and requires quality materials and design related to the building, the site, and signage
- Coordinate land use planning with bike, pedestrian and transit opportunities
- Better integrate stormwater treatment in site planning and design with additional site design standards
- Reflect coordinated transportation/land use planning
- Encourage shared parking among uses

Primary Land Uses

- Commercial and retail uses
- Professional offices
- Mixed use development (including residential uses above ground-floor retail or office space)

Implementation Strategies

- ☞ Prepare and adopt Streetscape Master Plans for Commercial Corridor character areas to guide future enhancements
- ☞ Prepare and adopt a Mixed Use Development Overlay District to facilitate “greyfield redevelopment” and implement Commercial Corridor character area master plans
- ☞ Prepare and adopt “Big Box” ordinance to specify design parameters, maximum square footage requirements, a plan for re-use, etc.
- ☞ Implement Commercial Corridor overlay district to regulate building placement, design and size, sign placement, size and materials, landscaping, access management, interparcel access and other elements that contribute to the look and function of the corridor



Redevelopment of Commercial Corridors should strive to create the connected, mixed-use corridor shown on the bottom and avoid recreating the existing condition shown on the top in the above graphic.

- ☞ Prepare and adopt necessary amendments to require interparcel access, limit curb cuts, and require sidewalks with new development
- ☞ Encourage creation of Tax Allocation Districts (TAD), Community Improvement Districts (CID) or Business Improvement Districts (BID) as a means for financing (including leveraging local funds to receive federal funds) planning and plan implementation improvement projects
- ☞ Review sign ordinance for inconsistencies with the desired development pattern and amend accordingly

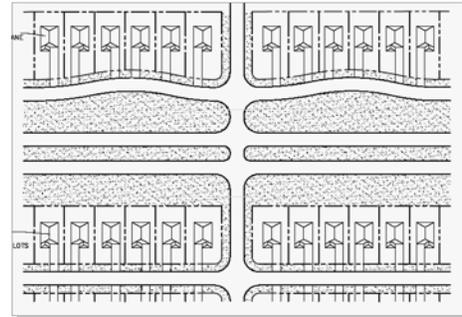
BYPASS CORRIDOR

The Bypass Corridor character area is the Dalton Bypass. In addition to its transportation function, the Bypass is generating new development activity. This is true of the northern portion, where industrial uses are prevalent and where residential areas north of Dalton continue to expand. Development plans include a 1.2 million square feet mixed use development at Underwood Road (part of the Regional Activity Center character area), to include retail, residential (apartments and senior housing and flex office space. The project in turn has the potential to spawn additional growth along the Bypass.

Development Pattern

The development pattern should seek to:

- Discourage strip development
- Maintain traffic flow with access management measures and nodal development
- Establish a connected street network for new development that links to existing streets
- Include a relatively high-density mix of commercial and retail centers, office, services, and employment to serve a regional market area
- Include a diverse mix of higher-density housing types (town homes, apartments, lofts, and condominiums) that can serve a broad range of incomes, including workforce and senior housing
- Encourage mixed use development with screened parking, landscaping, internal sidewalk and street connectivity, and quality building materials and site design
- Provide strong, walkable connections between different uses
- Connect to nearby networks of greenspace/multi-use trails/bike paths where available
- Depict clear physical boundaries and transitions between the edge of the character area and surrounding residential areas Incorporate landscaping of commercial sites/parking lots



Access management is necessary along the Dalton Bypass to allow for development



Dalton Bypass area shown above east of Dalton city limits

- Require shared driveways and inter-parcel access
- Prohibit billboards and limit business sign height/size to minimize “visual clutter”
- Reflect coordinated transportation/land use planning
- Encourage shared parking among uses

Primary Land Uses

- Commercial (retail and office)
- Industrial Warehousing
- Mixed use
- Higher density residential uses

Implementation Strategies

- ☞ *Prepare and incorporate into development review a “development impact matrix” to determine potential impacts of specific industries on the environment and infrastructure*
- ☞ *Prepare and adopt design/development standards for industrial sites*
- ☞ *Recruit businesses that are suitable for the Bypass Corridor character area*
- ☞ *Implement a Bypass Corridor Overlay District to regulate building placement, design and size, sign placement, size and materials, landscaping, access management, interparcel access and other elements that contribute to the look and function of the corridor*
- ☞ *Prepare and adopt necessary amendments to require interparcel access, limit curb cuts, and require sidewalks with new development*
- ☞ *Encourage creation of Tax Allocation Districts (TAD), Community Improvement Districts (CID) or Business Improvement Districts (BID) as a means for financing (including leveraging local funds to receive federal funds) planning and plan implementation improvement projects*



Interchange character area shown above located at the I-75/Carbondale Road interchange

INTERCHANGE

The Interchange character area represents three of the five Whitfield County interchanges locations along I-75: east of Tunnel Hill and south of Dalton (Connector 3 and Carbondale exits are combined into a single Interchange area, as reflected on the Future Development Map). The interchanges are characterized by auto-oriented commercial and industrial uses that cater to travelers along I-75 and the nearby industrial workforce. Access to the interstate has allowed industrial uses to flourish in some areas while also providing numerous entry points to the County. As prominent gateways to the County, attention should be paid to permitted signage, the presence of sidewalks and other site or streetscape features that can enhance or detract from the aesthetic and functional qualities of the area.

Development Pattern

The development pattern should seek to:

- Accommodate diverse, higher-intensity industrial uses and supporting commercial uses
- Limit “interchange commercial” uses
- Depict clear physical boundaries and transitions between the edge of the character area and surrounding rural or residential areas
- Reflect a campus or unified development
- Provide access management measures such as interparcel access
- Incorporate landscaping of commercial sites/parking lots
- Discourage strip development
- Provide adequate buffers
- Limit visibility of industrial operations/parking from the public right of way
- Limit grading and clearing
- Control signage (height, size, type) to prevent “visual clutter”
- Reflect coordinated transportation/land use planning
- Protect water quality with appropriate soil erosion and control and groundwater recharge protection area measures



Connector 3 interchange includes a mix of warehouse, industrial and retail uses in buildings with large, one-story footprints. The area is designed to accommodate automobile traffic, but provides few options for walking and biking.

Primary Land Uses

- Industrial
- Interstate commercial (gas stations, restaurants, convenience stores)

Implementation Strategies

- ☞ Prepare and incorporate into development review a “development impact matrix” to determine potential impacts of specific industries on the environment and infrastructure
- ☞ Continue to coordinate economic development activities for recruiting research and office parks
- ☞ Implement Interchange Overlay district to regulate building placement, design and size, sign placement, size and materials, landscaping, access and other elements that contribute to the look and function of the interchange area
- ☞ Prepare an Access Management Plan, with recommendations that include opportunities for driveway consolidation and interparcel access
- ☞ Expand sewer service to include all Interchange areas currently underserved (e.g. west of I-75 including portions of Carbondale and Connector 3 interchange areas)



Interchange area near Carbondale Road/I-75 interchange designated for future industrial and business park development.

INDUSTRIAL

The Industrial character area includes land used in low and high intensity manufacturing, wholesale trade, distribution, assembly, processing, and similar uses that may or may not generate excessive noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, radiation, or other nuisance characteristics. Most notable in the County is the carpet industry, which traditionally has been the driving economic force in the area and continues to be a large employer. A goal of this character area is to allow opportunities to expand this base while also accommodating new businesses.

Development Pattern

The development pattern should seek to:

- Accommodate diverse, higher-intensity industrial uses and supporting commercial uses
- Prohibit residential uses
- Depict clear physical boundaries and transitions between the edge of the character area and surrounding residential or rural areas
- Reflect a campus or unified development
- Provide access management measures to maintain traffic flow (e.g. shared driveways and interparcel access for similar uses on adjacent properties)
- Incorporate landscaping of parking lots
- Encourage parking lots to incorporate on-site stormwater mitigation or retention features, such as pervious pavements
- Protect air and water quality
- Prevent adverse impacts to natural resources and surrounding population
- Address traffic impacts and circulation in site design
- Provide adequate buffers
- Limit visibility of industrial operations/parking from the public right of way
- Limit grading and clearing
- Control signage (height, size, type) to prevent “visual clutter”

Primary Land Uses

- Industrial
- Commercial

Implementation Strategies

- ☞ Prepare and adopt design/development standards for industrial sites



Industrial area in south Dalton defined by large footprint, one-story industrial and warehouse structures.



Industrial character areas should encourage development of attractive large-scale building footprints that can accommodate the needs of a changing economy.

- ☞ Prepare and incorporate into development review a “development impact matrix” to determine potential impacts of specific industries on the environment and infrastructure
- ☞ Coordinate economic development activities for recruiting research and office parks

AIRPORT

The Airport character area is composed of those lands in the approach zones around the Dalton Municipal Airport (DMM). Largely vacant, with the exception of the airport, is currently largely undeveloped and rural with some scattered single-family residential development nearby.

Development Patterns

The development pattern should seek to:

- Building heights limited to avoid conflict with airport operations
- Discourage encroachment of unsuitable land uses, including residential land uses, public gathering places (i.e., churches and schools), and any other use that may affect visibility or safe electronic instrument approaches and departures from the airport
- Discourage land uses that may present a potential conflict with future aviation operations
- Discourage encroachment of unsuitable land uses by enforcing regulations
- Promote traditional rural land uses in the surrounding areas



Dalton Municipal Airport in southeast Whitfield County

Implementation Strategies

- ☞ Enforce existing height restrictions
- ☞ Review rezoning requests to insure compatibility with this character area.
- ☞ Determine and administer appropriate buffer for noise and safety to accommodate the long-range needs of the airport
- ☞ Evaluate need for other requirements for new development to address land use compatibility and the mitigation of any impacts that may adversely affect existing or future aviation operations or aviation-related land uses at the airport

Map I Future Development Map – Unincorporated Whitfield County

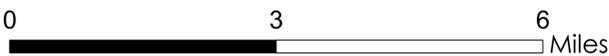
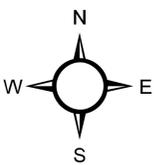
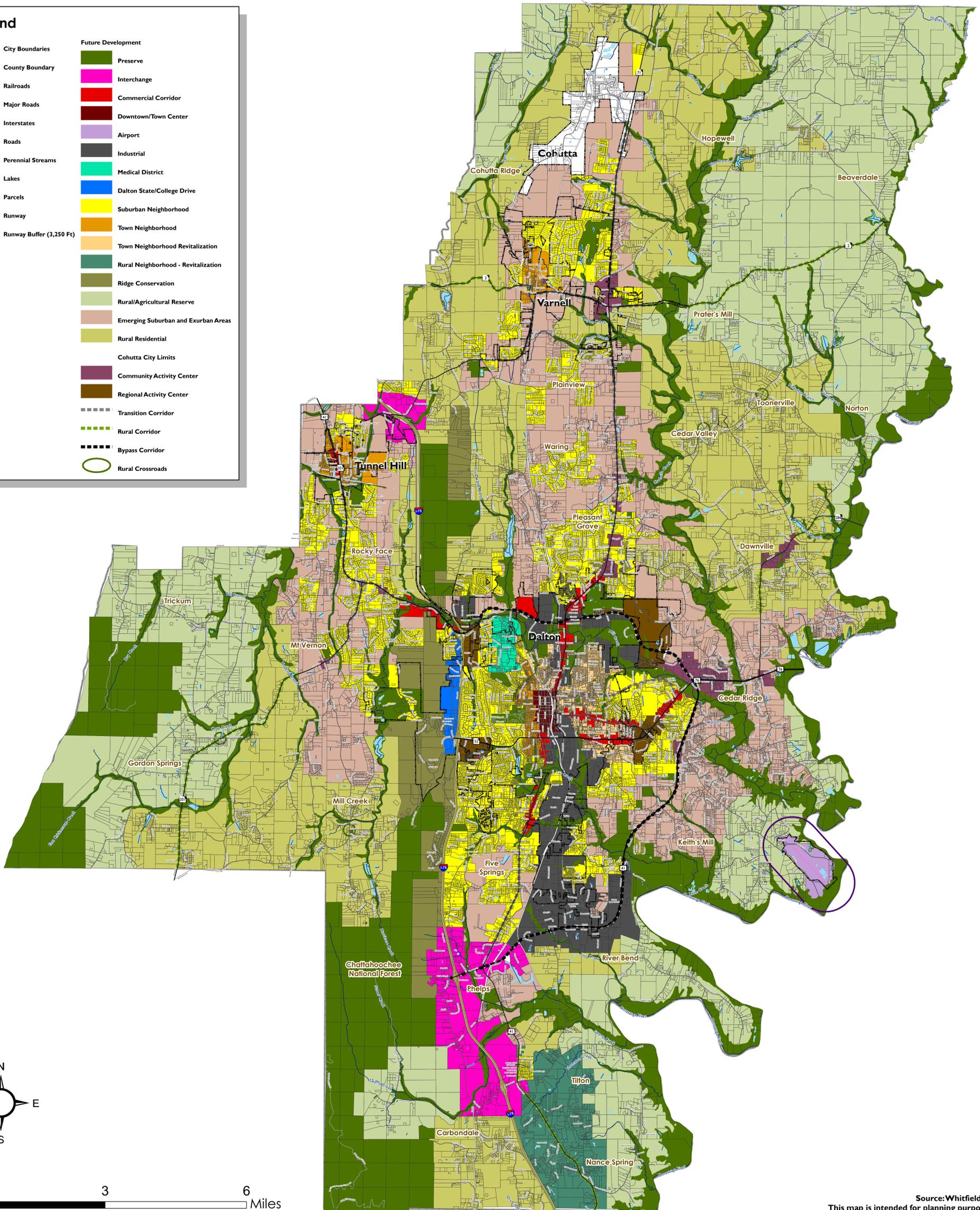


Whitfield County Comprehensive Plan Update 2008 - 2018

Joint Comprehensive Plan for Whitfield County and the municipalities of Dalton, Tunnel Hill and Varnell

Legend

- | | | | |
|--|--------------------------|--|-------------------------------------|
| | City Boundaries | | Future Development |
| | County Boundary | | Interchange |
| | Railroads | | Commercial Corridor |
| | Major Roads | | Downtown/Town Center |
| | Interstates | | Airport |
| | Roads | | Industrial |
| | Perennial Streams | | Medical District |
| | Lakes | | Dalton State/College Drive |
| | Parcels | | Suburban Neighborhood |
| | Runway | | Town Neighborhood |
| | Runway Buffer (3,250 Ft) | | Town Neighborhood Revitalization |
| | | | Rural Neighborhood - Revitalization |
| | | | Ridge Conservation |
| | | | Rural/Agricultural Reserve |
| | | | Emerging Suburban and Exurban Areas |
| | | | Rural Residential |
| | | | Cohutta City Limits |
| | | | Community Activity Center |
| | | | Regional Activity Center |
| | | | Transition Corridor |
| | | | Rural Corridor |
| | | | Bypass Corridor |
| | | | Rural Crossroads |



Source: Whitfield County
This map is intended for planning purposes only.

Prepared by:



DRAFT

Future Development Map

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