

COMPREHENSIVE PLAN 2005 - 2025

CITY OF LAKE CITY, GEORGIA



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October 2004

INTRODUCTION

In 1989, the Georgia Planning Act was passed by the Georgia State Legislature. This Act established the first coordinated planning program for Georgia. The program provides opportunities for local governments to formulate comprehensive plans used to guide future community development, and facilitates intergovernmental cooperation and coordination. As part of the Planning Act, local governments must meet certain minimum standards for local comprehensive planning. New minimum standards and procedures authorized pursuant to O.C.G.A. 50-8-7.1(b), 50-8-7.2 and 12-2-8 relating to local government comprehensive planning became effective on January 1, 2004, at which time rules that were previously adopted by the Board of Community Affairs on February 2, 2002 stood repealed. The new minimum standards and procedures guide preparation, development and review of all local government comprehensive plans and plan updates intended to meet local government recertification requirements on or after January 1, 2004. Once these new standards have been met and the comprehensive plan has been approved, the City of Lake City earns "Qualified Local Government" status, and retains eligibility for state funding and local permitting authority.

This Comprehensive Plan for the City of Lake City has been developed in compliance with the guidelines of the Georgia Planning Act and has the support of elected officials and community residents. As such, the Plan will be utilized as a guide for decision-making. The Lake City community, and Clayton County, comprises a dynamic environment, and accordingly, the Comprehensive Plan will be updated as necessitated by changing circumstances and opportunities.

Prior to preparing this Comprehensive Plan, a public hearing was held to review the planning process, provide an explanation of the plan elements and to elicit public input relative to opportunities and constraints to be addressed in the Plan. This public hearing was conducted on Thursday, March 25th, 2004 in the Council Chambers. A second public hearing was held on Thursday, August 26th, 2004 following preparation of a draft Plan to inform the public of trends and conditions in Lake City, and proposed community goals, objectives and strategies for implementing the Plan. The purpose of the second public hearing was also to obtain final input prior to submittal of the draft Plan for a 60-day review by the Atlanta Regional Commission and the Georgia Department of Community Affairs. Surrounding governments which may be impacted by the Plan,

including Clayton County, will have an opportunity to comment on the Plan during this review period. A final, City of Lake City Comprehensive Plan 2005-2025 will be formally adopted following endorsement of the Plan by ARC and DCA.

BACKGROUND

Lake City was incorporated on February 12, 1951. The city's name stems from three lakes once found within the corporate limits. Lake City is bounded by Fort Gillem and Forest Park on the north, Victory Drive and Trammel Road in unincorporated Clayton County on the east, Morrow on the south and Forest Park on the west. The corporate limits of Lake City encompass a land area of 1.4 square miles.

Lake City operates as a Mayor/Council form of government. Monthly City Council meetings are held at a new City Hall on Jonesboro Road at Kenyon Road which houses the Police Department, Public Works and the City Manager's administrative offices.

Two major state highways bisect Lake City. Jonesboro Road (State Route 54) is the primary north-south thoroughfare, providing vehicular access north to Atlanta and Morrow and Jonesboro to the south. Forest Parkway (S.R. 331), located in the northern portion of Lake City, is the main east-west route through northern Clayton. Jonesboro Road is a commercial corridor defining Lake City and continues to experience a conversion of single family dwellings to commercial uses. Forest Parkway is primarily a commercial and industrial corridor characterizing the northern portion of Lake City. Both routes are four-lane arterials.

THE LAKE CITY COMPREHENSIVE PLAN

The Lake City Comprehensive Plan is a long-range plan that will serve as a guide for community development and land use decisions over the next 20 years. A general goal of the Plan is to accommodate future development in an orderly and efficient manner such that land uses and public facilities and services are compatible with the needs of residents and business owners.

The Georgia Planning Act's Minimum Standards and Procedures for Local Comprehensive Planning establishes a three-step process for preparation of comprehensive plans. These steps are described below:

- **Inventory and Assessment**

The inventory and assessment provides a factual basis to facilitate informed decision making about the community, and ensures that a wide range of issues are considered. Information generated by this assessment is used to formulate community goals, policies and plan implementation strategies.

- **Statement of Needs and Goals**

The statement of needs and goals establishes community goals and objectives. These written statements inform the public and the development community of future directions of Lake City in terms of land use, public infrastructure investments and other community-building initiatives.

- **Implementation Strategy**

This final step in the comprehensive planning process presents public strategies for achieving Plan goals and objectives. The strategy encompasses a Short-Term Work Program, a five-year program comprised of municipal programs and capital projects for achieving these goals and objectives.

PLAN ELEMENTS

The State's three-step planning process is applied to each of seven plan elements, including population, economic development, natural and cultural resources, community facilities and services, housing, land use and transportation. Each element of the Lake City Comprehensive Plan is described below:

Population

The population element presents an inventory and analysis of population trends and demographic characteristics of Lake City's population. Information depicted in this element is used to assess future growth rates and residential densities, and will assist Lake City leaders in determining community service and infrastructure needs.

Economic Development

This plan element assesses the city's economic base, identifies economic development opportunities and, together with information advanced in other plan elements, facilitates development of an overall strategy for promoting economic stability of the Lake City community.

Natural and Cultural Resources

The natural and cultural resources element identifies natural and cultural resources present in the city. This information base enables the City to identify environmentally-sensitive areas and significant cultural facilities that must be protected.

Community Facilities and Services

This element assesses the adequacy of facilities, infrastructure and services to residential, commercial and industrial customers throughout the city. Projections of future needs over the 20-year planning period are also presented.

Housing

The housing element provides an inventory of Lake City's housing stock and evaluates the demand for housing relative to population projections. This element investigates the range of housing types required to meet the diverse needs of the Lake City community.

Land Use

The land use element provides an inventory of existing land uses, an overview of development trends and growth patterns and projects future land use. The product of this element is the Future Land Use Map, a graphic depiction of the vision of the city that forms an essential basis of zoning decisions.

The Future Land Use Map also guides the provision of public services and infrastructure consistent with growth projections as well as protection and preservation of Lake City resources.

A VISION FOR LAKE CITY

A vision for Lake City was formulated in conjunction with preparation of the Comprehensive Plan. This vision shaped the goals and strategies developed within each Plan elements. The Lake City vision is:

To build a legacy for our community by...

- *Enhancing the quality of life for our residents,*
- *Providing a strong sense of community,*
- *Providing an attractive business climate and*
- *Meeting the future needs of the community by providing the highest level of service delivery and infrastructure possible.*

**City of Lake City
Comprehensive Plan
2005-2025**

City of Lake City Comprehensive Plan 2005-2025

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PUBLIC PARTICIPATION

The City of Lake City held two public hearings and prepared a citizen survey to solicit public input concerning the Comprehensive Plan 2004 - 2025. The City conducted a 100 percent citizen survey in an attempt to collect feedback from citizens concerning future directions for Lake City. The surveys were mailed out in the quarterly sanitation bill. The survey addresses elements of the comprehensive plan and solicits resident feedback.

The City of Lake City sought resident input concerning the future of Lake City and an assessment of living conditions and public services. A survey questionnaire containing 31 questions was mailed to all residential addresses, for a total of over 400 surveys. Some 30 percent of the surveys, 121 in total, were returned with responses. Each question provided an opportunity for resident comments concerning the individual topic as well as an opportunity to voice an opinion about the future of Lake City or any other topic. Significant, written comments are reported here.

Responses were solicited based on a five point scale of "Strongly Agree," "Agree," "Undecided," "Disagree" and "Strongly Disagree." "No Answer" was also among the possible responses. While a detailed breakdown of all responses is reported in the appendix, the general themes reflected in the responses are based on an aggregation of the two response categories "Agree" or "Disagree." Responses are organized below in six topical areas, Growth and Development, Economic Development, Residential Development, Public Services and Facilities, Greenspace and Access. General community sentiments are noted in a Summary.

Survey Results

Growth and Development

No majority opinion was registered, with 45 percent of respondents indicating population growth as desirable, 26 disagree; a substantial number, 22 percent were undecided.

Economic Development

A strong majority, 84 percent, would like to see more jobs in Lake City. Significant numbers, 63 percent, want more educational and job training opportunities.

More than half, 61 percent, indicated a preference for more commercial development, although 55 percent believe that retail services are adequate. More people, 65 percent, believe commercial development should be encouraged on Highway 54. A high percentage, 77 percent, feel the City does a good job of regulating advertising signs.

A minority, 37 percent, encourage industrial development, 42 percent disagree with this position.

Community Facilities

Strong opinions were voiced about a variety of visible public services, many were supportive of public agency performance. For example, 93 percent of respondents believe fire protection to be adequate. A similar percentage, 86 percent, agree that police services are sufficient. Nearly every respondent, 94 percent, feel that storm water is handled well in the city. Most respondents, 77 percent, feel solid waste collection is satisfactory. Nearly 7 of 10 respondents, 69 percent, believe that community services and facilities provided in the city to be adequate. A similar approval rating, 65 percent, indicated that street maintenance is adequate. Over half, 58 percent, are satisfied with code enforcement.

Nearly every respondent, 98 percent, expressed the opinion that trees and other landscaping are important along city streets.

Greenspace

Opinions concerning greenspace were not as unified, with 48 percent supporting more parks in Lake City, 12 percent were undecided, an equal proportion disagreed on this topic and the remainder had no response.

Likely the respondents supporting more parks also supported more recreation areas, 49 percent; 12 percent were undecided and 15 percent did not support more recreation areas.

A slight majority, 54 percent, believe the City should acquire open space through land purchase.

A higher percentage, 63 percent, thought open space or natural areas should be reserved at the expense of future development.

Housing

Nearly 6 of 10 respondents, 59 percent, believed that housing options in Lake City are satisfactory, 22 percent were undecided and 11 percent disagreed.

Slightly fewer respondents, 53 percent, felt that housing values are satisfactory, while 18 percent disagreed and 22 percent were undecided. Less than half, 47 percent, agree that Lake City houses are well maintained.

A substantial majority, 71 percent, believe that single family detached dwellings should be the dominant housing type in Lake City. Only a small portion, 22 percent, endorsed construction of “for sale” town homes; 36 percent did not favor such housing. Only a minor portion of respondents, 40 percent, supported upscale residential development on smaller lots; 34 percent did not favor such housing. Support for senior housing was substantial as 55 percent believe senior housing should be built.

Transportation

A significant majority, 59 percent, would like to see more sidewalks. Somewhat fewer, 44 percent, want more bike paths; 32 percent were undecided. Only a minority of respondents, 37 percent, believe access to public transportation should be increased; 29 percent disagreed with this position.

POPULATION ELEMENT

Introduction

The Population Element presents demographic information characterizing the population of Lake City. Historic trends, current conditions and forecasts for the 20-year planning period, 2004-2025, are evaluated. Information contained in the Population Element forms the basis for assessing land use, housing demand as well as community facility and public infrastructure needs. This assessment is tempered by findings in the Natural and Historic Resources Element, and employment forecasts and development projections in the Economic Development Element.

The Population Element also examines data and develops projections concerning household characteristics. Educational information is reviewed with comparisons made to the Atlanta region and Georgia. The final aspect of this element is an analysis of income characteristics.

Total Population

Census statistics indicate a relatively stable population over the past 20 years, consistent with a city that is virtually “built out.” Lake City actually experienced a decrease in population between 1980 and 1990. The population began to recover by 2000 as illustrated in Table P1. However, as Table P1 also indicates, the change in population between 1980 and 2000 still represents a decrease of 2.7 percent, or a loss of some 77 residents.

Comparisons with Clayton County and Georgia

Clayton County experienced significant gains over this same 20-year period, increasing 36.0 percent between 1980 and 2000, or by 86,160 residents. Comparisons with Lake City must consider the amount of undeveloped land in the county relative to Lake City. This is also the case across Georgia, which has seen less dramatic expansion, but still registered population gains. Lake City’s population decreased by 8.4 percent between 1980 and 1990; an increase of 5.3 percent was recorded during the next decade. Clayton County’s population increased 17.4 percent between 1980 and 1990 and gained 23.0 percent by 2000. The population of Georgia expanded 16.1 percent from 1980 to 1990, and 20.5 percent by 2000.

Table P1 depicts population trends for Lake City, Clayton County and Georgia for the period 1980 to 2000.

Table P1. Population Trends 1980-2000 Lake City, Clayton County and Georgia

Year	Lake City Population Percentage Change		Clayton County Population Percentage Change		Georgia Population Percentage Change	
	Population	Change	Population	Change	Population	Change
1980	2,963	N/A	150,357	N/A	5,463,105	N/A
1985	2,865	-3.4	162,500	7.5	5,962,716	8.4
1990	2,733	-4.8	182,052	10.7	6,508,608	8.4
1995	2,750	0.6	198,300	8.2	7,056,802	7.8
2000	2,886	4.7	236,517	16.2	8,186,453	13.8

Source: U.S. Bureau of the Census, 1980, 1990 and 2000.

Table P2. Comparison Of Population Growth Rates
Lake City, Clayton County, Atlanta Region and Georgia

Year	80-85	85-90	90-95	95-00
Lake City	-3.4%	-4.8%	0.61%	4.71%
Clayton County	7.47%	10.7%	8.2%	16.2%
Region	2.9%	3.2%	2.2%	1.8%
Georgia	9.4%	8.4%	8.9%	7.1%

Source: U.S. Bureau of the Census 1980, 1990 and 2000; Atlanta Regional Commission and Georgia Department of Community Affairs (Woods & Poole Economics, Inc., 1994).

Lake City's relatively stable population is attributable to the following factors: (1) the city is an inner-ring suburb and much of the land suitable for residential use is already developed; (2) a surge in residential construction was seen in the 1970's; (3) annexation of territory has been minimal; (4) some neighborhoods have been converted, and others continue to convert, to non-residential uses; and (5) the housing construction boom in Clayton County, typified by modern subdivisions containing spacious lots, has in the past attracted families away from

smaller lot developments that characterize Lake City neighborhoods. Table P2 indicates strong growth for Clayton County and sizeable growth across Georgia.

Population Density

Population density is defined as the number of people living within a certain geography, usually expressed as persons per square mile. As Table P3 indicates, Lake City’s population density was 1,603 persons per square mile in 2000. This density is comparable to that of Clayton County, which was 1,654 persons per square mile and encompasses the County’s incorporated areas. Atlanta’s density, 3,159 persons per square mile, is greater than that of Lake City as high density development in portions of Atlanta is not present in Lake City. The population density for Georgia was reported as 141 persons per square mile. Portions of Lake City may be described as semi-rural; however, these areas are very limited. This data indicates that the population densities of Lake City and Clayton County are approximately 11 times that of Georgia.

Table P3. 2000 Population Density
Lake City, City of Atlanta, Clayton County and Georgia

Jurisdiction	Lake City	Atlanta	Clayton County	Georgia
Persons per square mile	1,603	3,159	1,654	141

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

Population Projections

Population projections for Lake City are based on historic data and changes brought about by expansion of the region. Lake City lost 6.4 percent of its population between 1980 and 1990. This trend reversed somewhat by the 2000 Census which recorded population growth of 5.6 percent. Based on this trend and new sources of population described below, Lake City could expand from the 2000 count of 2,886 residents, reaching a population of 4,758 by 2025 as reflected in Table P4.

TABLE P4. Population Projections Lake City 2000-2025

YEAR	POPULATION
2000	2,886
2001	2,942
2002	2,997
2003	3,053
2004	3,108
2005	3,164
2010	3,553
2015	3,942
2020	4,331
2025	4,758

Source: 2000 Census; projections: by Strategic Planning Initiatives LLC.

This represents an expansion of some 2.5 percent annually as compared to the one percent expansion projected for Clayton County (Table P5). This aggressive growth rate is explained by substantially higher residential densities planned for Lake City than those for planned for Clayton. Lake City's "Gateway Village," an area expected to undergo redevelopment features mid-rise development and mixed use environments, a building type not common in Clayton County. Accordingly, estimating techniques using a rate of the larger jurisdiction, in this case Clayton, were not appropriate.

Table P5. Total Population and Percentage Change: Clayton County

Category	2000	2001	2002	2003	2004	2005	2006
Total	238,026	241,257	244,559	247,860	251,118	254,503	257,775
Percentage	15%	1%	1%	1%	1%	1%	1%
Category	2007	2008	2009	2010	2015	2020	2025
Total	261,123	264,481	267,836	271,229	288,804	306,956	325,851
Percentage	1%	1%	1%	1%	6%	6%	6%

Source: U.S. Census, 1980, 1990 and 2000; projections by Woods and Poole.

Sources of Population Growth

Growth potential in Lake City is limited by several factors. Among these is the relatively small size of the city, abutting Forest Park and Morrow on approximately 60 percent of its border. With Fort Gillem on the northern border, opportunities for growth through annexation are somewhat limited. The developed nature of the community also presents an impediment to near term expansion. Market demand for residential uses is not considered sufficient to generate redevelopment at higher densities in most sections of the city. However, several market and demographic trends could drive population growth.

One dynamic present in Lake City is an influx of individuals of diverse races and ethnicities. For example, a noticeable increase in the Asian, Black and Hispanic populations is evidenced by the 2000 Census. The Asian population grew from 27 in 1990 to 279 in 2000, and the Black population grew from 408 to 949 individuals. Lake City experienced a considerable transition in racial composition as the percentage of whites decreased from 83.6 percent in 1990 to 53.4 percent in 2000. Lake City witnessed virtually no housing construction in this decade. In fact, conversion of residential units to commercial use as well as demolition characterised the decade. Accordingly, the slight increase in population recorded in 2000 was likely based on the relatively larger size of Asian, Black and Hispanic households as documented by 2000 census data. The Hispanic population, an ethnic group comprised of 34 individuals in 1980, grew from 31 in 1990 to 216 by 2000.

The median age of the Lake City population increased from 34.2 years in 1990 to 36.6 in 2000, (Table P6). This is not surprising as only one age cohort increased significantly during this period, the 65+ group, which expanded 77.7 percent between 1990 and 2000 and an equally strong 74.75 percent in the decade from 1980 to 1990. An increase in the number of children was seen between 1990 and 2000, perhaps, explaining the increase in population and household size. However, the increase of only 3.3 percent for 0-4 year olds, and 4.7 percent for 5-14 year olds, is not substantial. In addition, the age groups that will be in family-forming age ranges in this decade, that is, 15-24 and 25-34 year olds, actually recorded decreases. This suggests that while population increases are expected in the first half of this decade, significant gains in population through 2010 must come from immigration or annexation. The increase projected through 2005 could be generated by an increase in the household size of new residents which would trigger revisions to household size projections. Such an increase could result from a change in occupants on the order of

only a 10 percent of Lake City's housing stock over the five year period. This is within the parameters of historic change in racial composition and running through 2005.

In-migration

Opportunities for in-migration are found in two development sectors, in-fill and higher density residential development. A limited number of undeveloped sites as well as relatively large lots containing only one dwelling are found in residential areas of the city. The expectation that the undeveloped sites could be developed in residential use over the next decade is reasonable. Relatively weak market demand will likely postpone redevelopment of occupied lots beyond that timeframe and, perhaps, beyond the planning period. Development of 4-5 dwelling units per year on scattered sites is projected through 2010. Demolition and commercial conversion will partially offset these minimal gains. More aggressive demand must surface to propel significant infill development.

Such demand could occur as development in adjacent Morrow, expansion of Clayton College and State University and, ultimately, initiation of commuter rail service should spur demand in Lake City. Regional growth continues and the focus on southside growth is a recent phenomenon. Clayton "C-Tran" bus service is also fairly recent, 1998, and could drive such aggressive growth.

The second opportunity for residential growth may be found in the City's "Gateway Village." Designed as a mixed-use, medium to high-density district, this corridor adjoins Morrow's Gateway Village and Clayton College and State University and is slated for office, institutional and residential development. Uses established in Morrow could foster townhouse development in Lake City that would be near Hartsfield, downtown Atlanta, regional employment centers and a short distance from the planned office centers. These centers include the National Archives, under construction in Lake City and the State Archives which has now been relocated to Morrow. Upscale development in the vicinity of these resources, and the convenience and "intown" proximity of this developing village, could attract residents to Lake City. Housing needs at CCSU, both student and faculty, should also contribute to housing demand. Lake City may be positioned to capture a portion of this market.

Should the regional trend toward mixed-use influence development in Lake City, such development is expected to occur in structures featuring residences over retail and office uses

at three key nodes along Jonesboro Road. Traditional multifamily development is also expected in this corridor. As this unit type and density is somewhat new to the Lake City market, and is judged to be dependent on initiation of construction on the commuter rail facility, population growth generated by this market segment is projected beyond 2005. Projects on the order of 75 units are anticipated, or 225 units for the five-year period. Using a potential supply of one such development every two years, and a household size of 1.68 recorded for non-family households in 2000, a gain of some 378 residents by 2010 would be possible. Absorption of an additional 600 such units by 2025 would not be unreasonable. The balance of population growth projected, some 200 persons, is expected to come from in-migration of larger families and natural increase. This reflects an approximate seven percent increase from the base 2000 population of 2,886.

Annexation

Opportunities for annexation lie at Lake City's eastern border; this portion of unincorporated Clayton has developed as residential neighborhoods with scattered vacant lots and development tracts. One 7.7-acre tract in particular contains a lake that could become an attractive infill development. Balancing this potential growth is the past record of annexation by Lake City; little has occurred over the past 20 years. Annexation is often driven by the need for urban services, among other factors. Utilities are neither a city nor county service, rather in Clayton, these services are provided by the Clayton County Water Authority. City services such as inspections, services that can be important to developers, are not significantly different from those available in the county. In addition, the land to the east is largely developed and is platted in multiple ownership; rendering annexation more difficult. Population gains based on future annexation is expected to be minimal.

Should the City become more aggressive in annexation, growth would occur over a multi-year period as annexation is a time-consuming process. City-County cooperation could result in annexation of these neighborhoods to the east. Such an aggressive campaign could bring scores of new households into Lake City.

A reasonable estimate of future growth based on annexation would be 25 such units in any given year, although the mechanics of this process may preclude such gains annually. Population increases associated with annexation can reasonably be expected to yield 250 additional households through the planning period, or some 700 residents.

Given the relative absence of annexation activity over past decades, and other factors influencing the desirability of annexation, neither the population projections, nor the Land Use

Element anticipates expansion of the city limits. This growth avenue should be revisited in future Plan updates.

Households

As illustrated in Table P6, although household size, the number of persons living in each housing unit, decreased slightly in Lake City from 1980 to 1990, household size rebounded slightly by 2000. This trend accounts for the noticeable increase in Lake City’s population during this time period. Coupled with higher density zoning recently adopted in the Gateway Village Corridor, a regional focus on “intown” locations and a trend toward larger family sizes consistent with younger families and population diversity, Lake City’s population is projected to continue to grow. Table P6 compares household size for Lake City and Clayton County between 1980 and 2000. As illustrated below, Lake City’s household size grew from 2.6 in 1990 to 2.8 in 2000; Clayton County’s household size remained constant at 2.8 for 1990 and 2000.

Table P6. Household Size And Number Of Households
Lake City And Clayton County 1980-2000

YEAR	LAKE CITY		CLAYTON COUNTY	
	HOUSEHOLD SIZE	NUMBER OF HOUSEHOLDS	HOUSEHOLD SIZE	NUMBER OF HOUSEHOLDS
1980	2.9	982	3.0	50,690
1985	2.8	1,042	2.8	57,624
1990	2.6	1,061	2.8	65,770
1995	2.6	1,074	2.7	76,330
2000	2.8	950	2.8	82,243

Source: U.S. Census 1980, 1990 and 2000; mid-decade figures by Robert G. Betz, AICP.

Projections concerning the number of households and household size for Lake City from 2000 to 2020 are indicated in Table P7. Household size projections are based on a weighted average of household size for Black and White households, the latter of which comprised over 80 percent of all households in 1990.

Table P7. Household Forecasts Lake City 2000-2025

YEAR	POPULATION	NUMBER OF HOUSEHOLDS	HOUSEHOLD SIZE
2000	2,886	950	2.78
2005	3,164	1,099	2.88
2010	3,553	1,225	2.90
2015	3,942	1,355	2.91
2020	4,331	1,483	2.92
2025	4,758	1,629	2.92

Source: Household forecasts by Strategic Planning Initiatives, LLC.

Age Distribution

The number of people in various age groups is important not only to predicting future population patterns, age distribution is vital to public improvement and program planning. Private industry follows this data closely as it indicates the type and strength of market demand for a range of products, including housing, associated with people of different ages.

Age distribution in Lake City in 1980 indicates that the largest proportions of the population were in the 5 – 14, 15 – 24, and the 45 to 54 age cohorts. In 1990, the dominant age groups were the 15 – 24 and 25 – 34 year olds. By 2000, individuals in the 35 – 44 and 65+ age groups were the most numerous. The trends in age distribution suggest an increase in the older age ranges, along with a slight increase in family-forming age ranges and young children. This is consistent with the somewhat larger household sizes described above. While the population is aging, 60 percent, or nearly two of every three persons in Lake City in 2000, were under the age of 45. Historic age distribution is illustrated in Table P8.

The dominance of baby boomers in Lake City is evident in Table P9 which forecasts age distribution through 2025. Lake City is home to many seniors who have chosen to age in place as seen in their representation as 17.9 percent of the population in 2000. Added to this population will be boomers, the oldest of which will be 78 by 2025. Further evidence of an aging population is the high number of 45-54 and 55-64 year olds in 2025, which were the 25-34 and 35-44 year olds in 2000, then a dominant cohort. This cohort will fall in the 55-64 and 65+ cohorts by 2025.

Table P8. Historic Age Distribution City of Lake City 1980-2000

AGE RANGE	1980	Percent	1985	Percent	1990	Percent	1995	Percent	2000	Percent
0-4	160	5.4	185	6.5	211	7.7	206	7.5	218	7.6
5-14	414	13.9	376	13.1	338	12.4	330	12.0	354	12.2
15-24	680	22.9	537	18.7	381	13.9	399	14.5	348	12.1
25-34	378	12.8	430	15.0	471	17.2	481	17.5	462	16
35-44	391	13.2	378	13.2	364	13.3	365	13.3	369	12.8
45-54	415	14.0	398	13.9	372	13.6	370	13.4	324	11.2
55-64	228	7.7	266	9.2	304	11.1	316	11.5	292	10.1
65 & over	297	10.1	295	10.4	292	10.8	283	10.3	519	17.9
TOTAL	2,963	100.0	2,865	100.0	2,733	100.0	2,750	100.0	2,886	100.0

Source: U.S. Census 1980, 1990, and 2000; interim year 1985 interpolated by Robert G. Betz, AICP.

Table P9. Age Distribution Forecasts Lake City 2000-2025

AGE COHORT	2000	Percent	2005	Percent	2010	Percent	2015	Percent	2020	Percent	2025	Percent
0-4	218	7.6	250	7.9	291	8.2	331	8.4	371	8.6	400	8.4
5-14	354	12.2	385	12.2	429	12.1	463	11.7	496	11.4	552	11.6
15-24	348	12.1	318	10.1	292	8.2	265	6.7	233	5.4	247	5.2
25-34	462	16.0	469	14.8	487	13.7	489	12.4	488	11.3	523	11.0
35-44	369	12.8	363	11.5	364	10.3	355	9.0	342	7.9	371	7.8
45-54	324	11.2	379	11.9	449	12.7	521	13.2	594	13.7	638	13.4
55-64	292	10.1	351	11.1	425	11.9	506	12.8	590	13.6	676	14.2
65 & UP	515	17.9	650	20.6	815	22.9	1,012	25.7	1,217	28.1	1,351	28.4
TOTAL	2,886	100.0	3,164	100.0	3,553	100.0	3,942	100.0	4,331	100.0	4,758	100.0

Source: U.S. Census 2000; projections by Strategic Planning Initiatives, LLC.

Median Age

Median age is the age figure above which one-half of all residents are older and one-half are younger, in other words, the “midpoint.” The median age of Lake City residents has been higher than local, regional, state and national figures over the past 20 years. The U.S. is aging as “baby boomers” in the population age, and median age is increasing. As seen in Table P10, median age in Lake City in 1980 was approximately 30.7 years, in 1990 the figure was 34.2 and in 2000 median age increased to 36.6. This trend has implications for public sector planning and the private market. In a young population, day care, schools and youth recreation programs are vital. In an aging population, social services for seniors, reduced demand for three and four-bedrooms homes, and a need for passive recreation facilities may be indicated. As seen above, based on Lake City population growth, services addressing the needs of residents across many age ranges must be met in the future. The increasing median age is reflected in the increase in the number of individuals forecast for age ranges 55-64 and 65+ in Table P9.

Table P10. Median Age Lake City, Clayton County, Georgia and United States

Year	1980	1990	2000
Lake City	30.8	34.2	36.6
Clayton County	26.9	29.9	30.2
Georgia	27.7	31.6	33.4
United States	30.0	32.8	35.3

Source: U.S. Bureau of the Census, 1980, 1990, 2000.

Racial Composition

The racial composition of Lake City changed substantially between 1980 and 2000. The most significant change was in the Black and White ratios. Black population increased from 7.8 percent in 1980 to 32.9 percent in 2000. This was accompanied by a decrease in White population from 91.3 percent in 1980 to 53.4 percent in 2000. Asians formed a minor portion of Lake City’s residents in 1980, less than one percent. By 2000, this group comprised more than 10 percent. Combined, the Asian and Black population gains over the past two decades equalled 981 residents, largely off-setting the 1,164 person decrease in White population. Table P8 compares racial composition for the years 1980, 1990 and 2000.

The pattern of racial transition is projected to continue, though the rate of change is expected to diminish. The age of the population bears a relationship to race. In 1990, over 93 percent of Lake City's 65+ population was White. This age cohort could represent more than 28 percent of the 2025 population. A recent phenomenon evident in the region is a trend toward in town living, particularly by White professionals. These factors are expected to impact the transition that has occurred over the past 20 years, and influence Lake City's population over the next 20. Table P12 and the chart that follows indicate future trends in the city's racial composition.

Table P11. Population By Race Lake City 1980, 1990 and 2000

Year	Total	Asian	Percen	Black	Percen	Other	Percen	White	Percen
1980	2,963	15	.51	232	7.8	10	.34	2,706	91.3
1990	2,733	27	.99	408	14.9	13	.48	2,285	83.6
2000	2,886	279	10.3	930	32.9	179	4.1	1,498	53.4

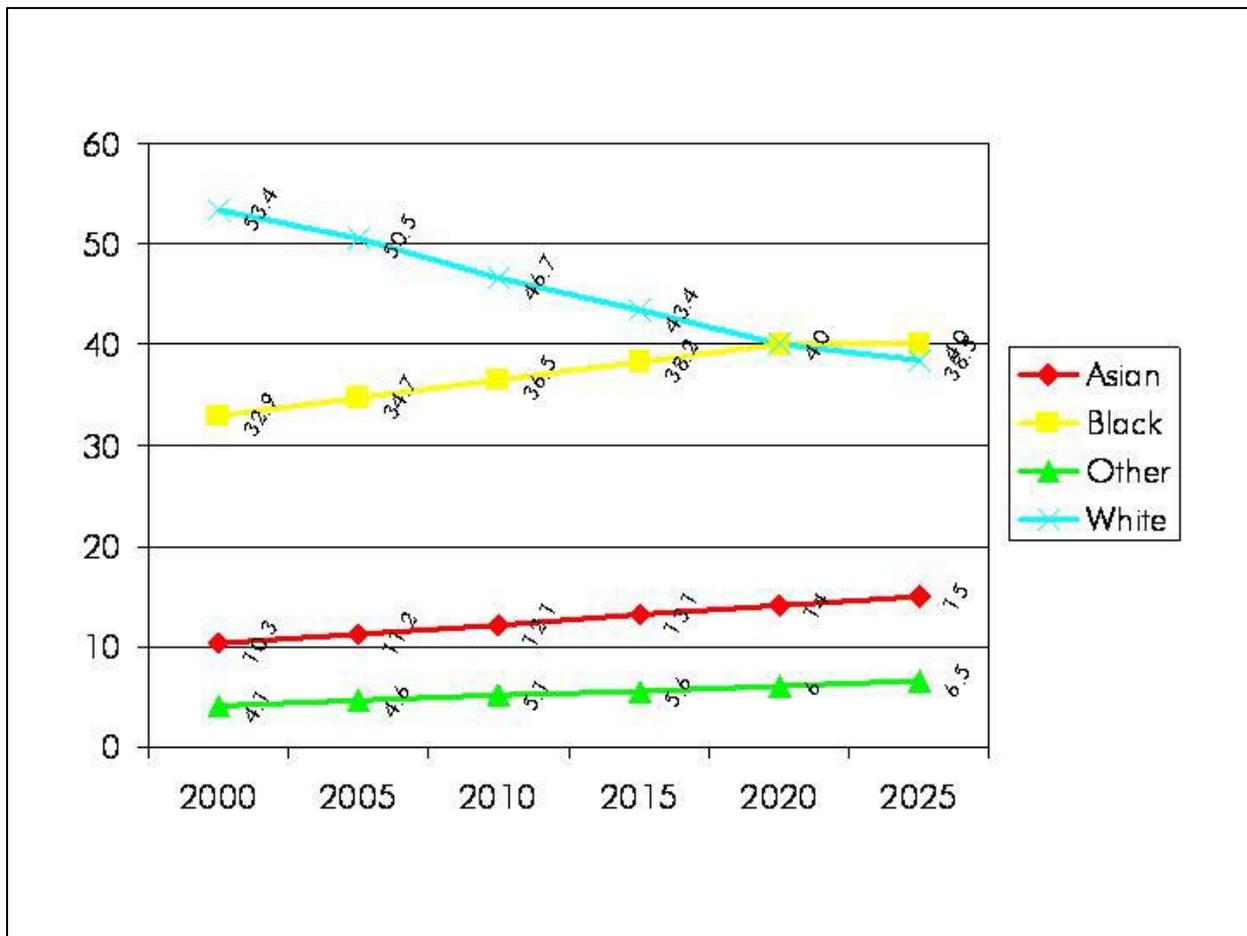
Source: U.S. Bureau of the Census, 1980, 1990 and 2000.

Table P12. Population Projections By Race Lake City 2000-2020

Year	Total	Asian	Percen	Black	Percen	Other	Percen	White	Percent
2000	2,886	279	10.3	949	32.9	119	4.1	1,542	53.4
2005	3,164	354	11.2	1,098	34.7	146	4.6	1,598	50.5
2010	3,553	430	12.1	1,297	36.5	181	5.1	1,659	46.7
2015	3,942	516	13.1	1,506	38.2	221	5.6	1,711	43.4
2020	4,331	606	14.0	1,732	40.0	260	6.0	1,732	40.0
2025	4,758	714	15.0	1,903	40.0	309	6.5	1,832	38.5

Source: U.S. Bureau of the Census 2000; projections by Strategic Planning Initiatives LLC.

POPULATION PROJECTIONS BY RACE



Educational Attainment

Educational attainment of Lake City residents, expressed as years of schooling of individuals over the age of 25, has increased moderately since 1980. In 1990, 41 percent were high school graduates, compared with 39 percent in 1980. Twenty-three percent had completed

college courses in 1990, up from 15 percent in 1980. The ratio of college graduates declined slightly from 8.2 percent in 1980 to 7.3 percent in 1990. During this period, the percentage of adults lacking a high school diploma decreased from 37 percent in 1980 to 28 percent in 1990. Table P13 illustrates educational attainment for Lake City.

Table P13. Highest Educational Level Completed¹ Lake City 1980-2000

Education Level	1980	1990	2000
Elementary School	290	126	272
High School (1-3 years)	337	404	318
High School Graduate	674	756	723
College (1-3 years)	268	424	532
College Graduate	140	135	106

¹ Persons 25 years or older.

Source: U.S. Bureau of the Census 1980, 1990; 2000.

A comparison of the 1990 Lake City adult population with that of Clayton County, Fulton County and Georgia reveals that Lake City had a effective high school graduate rate of 71.3 percent compared to Clayton County's 77.2 percent, Fulton County's 77.8 percent and Georgia's 70.9 percent. The proportion of Lake City adults having some college, 23 percent, was comparable to Clayton's 26 percent, Fulton's 24 percent and Georgia's 22 percent. The percentage of Lake City residents who were college graduates lagged Clayton and significantly behind Fulton and the state. Table P14 compares educational attainment for these locations.

The 2000 Census indicated similar trends with only 5.0 percent of Lake City residents earning college degrees compared to 12.0 percent of Clayton residents, 27.0 of Fulton residents and 16 percent of Georgia residents. The percentage of Lake City residents completing high school reversed its position from 1990 when a combined total, high school graduates, persons attending college for one to three years and college graduates, totalled 71.3 percent, compared to 68 percent in 2000.

Table P14. Comparison Of Educational Attainment Levels¹
Lake City, Clayton County, Fulton County and Georgia

1980	Lake City	Clayton County	Fulton County	Georgia
Elementary School	17.0%	13.4%	17.4%	23.7%
High School (1-3 years)	19.7%	20.0%	16.6%	19.9%
High School Graduate	39.4%	40.2%	26.5%	28.5%
College (1-3 years)	15.7%	15.9%	16.6%	13.3%
College Graduate	8.2%	10.3%	23.0%	14.6%
1990				
Elementary School	6.8%	6.6%	7.9%	12.0%
High School (1-3 years)	21.9%	16.2%	14.3%	17.1%
High School Graduate	41.0%	35.8%	22.3%	29.6%
College (1-3 years)	23.0%	26.7%	23.9%	22.0%
College Graduate	7.3%	14.7%	31.6%	19.3%
2000				
Elementary School	5.0%	3.0%	3.0%	3.0%
High School (1-3 years)	23.0%	16.0%	13.0%	17.0%
High School Graduate	36.0%	32%	19.0%	29.0%
College (1-3 years)	27.0%	32%	23.0%	26.0%
College Graduate	5.0%	12%	27.0%	16.0%

¹Persons 25 years and older.

Source: U.S. Bureau of the Census 1980, 1990 & 2000.

Educational attainment indicators such as dropout rate, standard achievement test scores and percent of graduates attending college for Lake City residents are reflected in Clayton County indicators as the city is part of the Clayton County school system. Dropout rates for sixth grade through 12th grade for Clayton County have been higher than those of Georgia from 1995 to 2000. Clayton County achievement test scores are slightly below those in Georgia for this same five-year period. The number of Clayton County graduates continuing on to college has averaged 41 percent from 1995 to 2000. This information is presented in Table P15.

Table P15. Educational Performance Indicators Clayton County and Georgia

	1995-1996	1996-1997	1997-1998	1998-1999	1999-2000
Dropout Rate (6-12 grade)					
Clayton County	5.8%	6.6%	5.8%	N/A	4.6%
Georgia	5.0%	4.3%	5.0%	N/A	3.8%
SAT Scores					
Clayton County	956	947	956	N/A	946
Georgia	970	976	970	969	984
Percent of Graduates Attending College					
Clayton County	41.1%	43.3%	41.1%	41.2%	40%
Georgia	N/A	N/A	N/A	N/A	N/A

Source: Clayton County Schools, 2000.

Income

Median household income (earnings of a family or household) and per capita income (earnings of individuals) have been consistently higher in Lake City over the past three decades compared to incomes in Clayton County and Georgia. The differential in household income for Lake City compared to Clayton County increased from 1980 to 1990. Household income for Georgia gained ground on Lake City during this period. The gap in per capita income between Lake City and the county and state grew during this period.

Median household income in Clayton County consistently exceeded incomes in Georgia from 1970 through 1990, although Georgia income growth has accelerated more rapidly than income growth in the county. State per capita income actually surpassed Clayton in 1990. Growing affluence in counties such as Fayette, Forsyth, Cobb and Gwinnett impacts state incomes and could explain this reversal.

In 1990, median household income in Lake City was somewhat higher than in the county, and per capita income was substantially above per capita income in the county. This may be

explained by the income variation characterizing rural and urban earnings. Per capita income in Georgia also exceeded that of the county. The 200 Census indicated that Georgia per capita income continued well above those of lake City and Clayton County. Significantly, Lake City per capita income rose very marginally between 1990 and 2000. Growth in per capita income for Clayton County and Georgia was dramatic. Table P16 illustrates income characteristics for Lake City, Clayton County and Georgia.

By 2000, median household income in Lake City had fallen below those of Clayton County and Georgia. A Lake City median household income of \$38,929 compared to \$42,697 and \$42,433, respectively, for Clayton and Georgia. Accordingly, Lake City median income represented only 92 percent of county and state median incomes. Lake City per capita income was 88 percent of county per capita income and only 75 percent of per capita income recorded for Georgia.

Table P16. Income Characteristics
Lake City, Clayton County and Georgia 1970-2000

	1970	1975 ¹	1980	1985 ¹	1990	2000
Lake City						
Median Household Income	\$11,002 ²	N/A	\$20,682	N/A	\$35,820	\$38,929
Per Capita Income	\$3,044 ²	N/A	\$7,949	N/A	\$15,085	\$15,877
Clayton County						
Median Household Income	\$10,965	\$34,592	\$19,960	\$39,862	\$33,472	\$42,697
Per Capita Income	\$3,193	\$10,635	\$7,308	\$14,011	\$10,885	\$18,079
Georgia						
Median Household Income	\$6,571	\$31,932	\$15,033	\$38,023	\$29,021	\$42,433
Per Capita Income	\$2,649	\$10,453	\$6,402	\$13,785	\$13,631	\$21,154

¹ Data is average household income in 1982 constant dollars; Data for Planning, Department of Community Affairs, Woods & Poole Economics, Inc., 1991.

² Data is average household income in actual dollars; Data for Planning, Department of Community Affairs, National Planning Data Corporation, 1990.

Source: Bureau of the Census 1970, 1980, 1990 and 2000.

Income Distribution

Table P17 presents the distribution of household income in 1990 and 2000 for Lake City, Clayton County and Georgia. Not surprisingly, Lake City households were more strongly represented in the middle income ranges, that is, \$25,000 to \$44,999, compared to Clayton and Georgia. Income distribution in upper income ranges, \$50,000 to \$99,999, compared favorably with Clayton and Georgia incomes. However, the percentage of Lake City households earning \$100,000 or more annually, that is, 2.25 percent, did not compare well with the 7.3 percent of Clayton households, and 12.3 percent across Georgia.

**Table P17. 1990- 2000 Distribution Of Households By Income Range
Lake City, Clayton and Georgia**

Income Range	1990			2000		
	Lake City	Clayton	Georgia	Lake City	Clayton	Georgia
Total:	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Less than \$10,000	4.1%	9.3%	16.8%	3.5%	6.1%	10.1%
\$10,000 to \$14,999	3.7%	6.8%	8.6%	6.1%	4.0%	5.9%
\$15,000 to \$19,999	6.7%	8.2%	8.9%	8.1%	6.0%	5.9%
\$20,000 to \$24,999	7.4%	9.5%	8.8%	1.9%	7.1%	6.4%
\$25,000 to \$29,999	11.2%	8.9%	8.3%	8.7%	7.6%	6.4%
\$30,000 to \$34,999	15.0%	10.0%	7.9%	12.4%	7.7%	6.2%
\$35,000 to \$39,999	12.3%	8.2%	6.8%	9.9%	7.0%	5.9%
\$40,000 to \$44,999	0.0%	0.0%	0.0%	7.3%	7.2%	5.8%
\$45,000 to \$49,999	10.0%	7.1%	4.9%	4.0%	5.9%	5.1%
\$50,000 to \$59,999	8.9%	9.6%	7.6%	11.1%	11.5%	9.2%
\$60,000 to \$74,999	8.9%	8.0%	6.8%	11.8%	12.1%	10.5%
\$75,000 to \$99,999	4.5%	4.1%	4.6%	12.4%	10.4%	10.4%
\$100,000 to \$124,999	0.0%	1.1%	1.7%	1.0%	3.8%	5.2%
\$125,000 to \$149,999	0.0%	0.4%	0.7%	1.2%	1.5%	2.5%
\$150,000 or more	0.8%	0.5%	1.4%	0.05%	2.0%	4.6%

Source: Bureau of the Census 2000.

More than half of all Lake City households recorded 1990 incomes greater than \$35,000 compared with 47.3 percent in Clayton and 40.6 percent in Georgia. Further evidence of strong earnings by Lake City households is found in the ratio of households earning less than \$25,000. Nearly twice the percentage of households across Georgia earned less than \$25,000 compared to Lake City households. The strength of Lake City earnings power is also evident in Table P18 comparisons to Clayton County where more than three of 10 households earned less than \$25,000; the figure was only two in 10 for Lake City. In other words, nearly 80 percent of Lake City households earned more than \$25,000 compared to less than 70 percent in Clayton and less than 60 percent in Georgia.

Table P18. Percentage Of Households Within Specified Income Range
Lake City, Clayton County and Georgia, 1990-2000

1990			
Income Range	Lake City	Clayton County	Georgia
Less than \$25,000	21.9	33.8	43.1
\$25,000 - \$34,999	26.2	18.9	16.2
\$35,000 and above	51.5	47.3	40.6
2000			
Income Range	Lake City	Clayton County	Georgia
Less than \$25,000	19%	23%	28%
\$25,000 - \$34,999	21%	15%	13%
\$35,000 and above	59%	61%	59%

Source: U.S. Bureau of the Census: 1990 and 2000.

POPULATION ELEMENT ASSESSMENT

Population growth has been constrained over the past 20 years as Lake City occupies a small land area and the residential acreage is virtually developed. Individuals and families seeking locations in Clayton County seem to be drawn to new subdivisions that contain larger lots and amenities, and are removed from congested environments. However, new sources of growth, based on somewhat larger family sizes, annexation and an expectation of higher density development could propel populations gains over the next 20 years. Conclusions associated with data analyzed in the Population Element are presented below:

- Population growth was evident in the 2000 Census. Much of this was driven by somewhat larger household sizes. Future population totals is expected to be influenced by a significant development in Lake City and Morrow known as "Gateway Village," a mixed-use development. In addition, a commuter rail station in adjacent Morrow will benefit Lake City residents. These factors could substantially impact Lake City's population.
- Lake City is characterized by a population that is statistically middle-aged. The median age of 36.6 in 2000 is significantly higher than Clayton County. The aging trend is expected to continue throughout the planning period, but will be balanced somewhat by an influx of young families with children and young professionals.
- The aging trend in Lake City, like the nation, is expected to continue during the planning period. However, services provision is primarily by the private sector and is expected to accommodate the needs of the population.
- Census statistics indicate that Asian, Black and Hispanic populations have expanded significantly; minority groups are increasing in numbers and the white population is decreasing. These statistics also indicate somewhat larger household sizes for the Asian and Hispanic populations in particular.
- Recent SAT scores for Clayton County are somewhat below those in Georgia, though drop out rates are similar. The percentage of Lake City adults with college degrees is below that of Georgia and well below such nearby jurisdictions as Fulton County. Importantly, Lake City residents compete in a job market dominated by graduates

from Clayton County and other counties in the region. Such comparisons should focus attention on improving educational levels.

- Lake City incomes had been consistently above county and state incomes over the 20-year period 1970 to 1990. This desirable circumstance did not characterize relative incomes in 2000; however, Lake City incomes in the \$50,000 to \$99,999 range still comprised 35.3 percent of all households. Lake City households earning \$35,000 and above in 2000 comprised 59 percent of all households, comparing very favorably with the 61 percent for Clayton and 59 percent for Georgia. Such incomes should impact the housing market in particular as Clayton County has generally been the focus of much “starter home” development. These income figures should influence decisions by home builders and other service providers operating in this market.

POPULATION ELEMENT GOALS AND OBJECTIVES

Lake City actually experienced a slight decrease in population between 1980 to 1990, with only a minor recovery by 2000. U.S. Bureau of the Census statistics over this 20-year period indicate a relatively stable population, consistent with an urban area that is virtually built out. While lack of population growth itself should not be considered a negative circumstance, the associated depressed retail and service conditions in Lake City should be. Strategies aimed at desirable increases in local retail market demand focus on population growth.

Needs related to the city's population are expressed in the following goals and objectives:

Goal I: Promote a reasonable expansion of Lake City's population.

Lake City housing stock is characterized primarily by single family detached neighborhoods. Regional transportation resources such as Jonesboro Road, Clayton's C-Tran Bus System and planned commuter rail suggest that higher population density may be achieved along the Jonesboro Road corridor. Such density is consistent with Regional Development Plan policies as this location is proximate to such employment centers as Hartsfield Jackson Atlanta International Airport and a developing industrial base along I-675 and U.S. 23.

Objective I-A: Emphasize medium and high density development, including mixed-use development, at the nodes identified in the Gateway Village Master Plan.

Objective I-B: Facilitate infill housing development in established neighborhoods.

ECONOMIC DEVELOPMENT ELEMENT

Introduction

This planning element presents information about the economy of Lake City. The information is organized in the following three sections. Economic Base data encompasses Employment, Earnings, Weekly Wages, Personal Income by Type, Major Economic Activities and Economic Opportunities Unique to Lake City. Labor Force information consists of such topics as Employment by Occupation, Employment Status, Unemployment Rates and Commuting Patterns. The final section, Lake City Economic Development Resources, focuses on Economic Development Agencies, Economic Development Programs and Education and Training Programs. This Element also identifies and evaluates economic trends in the Lake City economy, together with actions the City may pursue to influence and shape these trends.

Regional Setting

The Atlanta region gained over 500,000 residents and over 400,000 jobs between 1983 and 1988. This relatively explosive growth slowed somewhat during the early 90's, mirroring a nationwide downturn. Until the economy slowed in 2001, heightened by events on September 11, expansive growth had returned to the region. The southern tier counties have begun to experience economic growth once limited to Atlanta's north side.

Several factors have contributed to this growth and a new focus on the southside. The regional transportation system, including transit, the highway network and Hartsfield Jackson Atlanta International Airport all facilitate travel convenience, access to a wide range of housing choices and afford a centralized location for the distribution of goods and services. The Atlanta region remains a top choice for corporate relocation, and many metropolitan counties continue to experience high rates of in-migration. Importantly, traffic congestion in counties south of Atlanta has not reached the levels experienced in counties comprising the northern arc of the region.

The Atlanta Regional Commission forecasts continuing growth for the region, and expects that services and retail trade sectors of the economy will generate more than half the region's employment growth. The services sector is projected to account for one of every three new jobs created by the year 2025. Retail trade employment is forecast to double and comprise the region's second fastest growing sector by 2025. ARC also anticipates strong growth in the wholesale trade

and transportation, communications and utilities sectors, both of which place heavy demands on office space and business centers.

In addition to highlighting appropriate data comparisons designed to enhance the assessment, the Georgia Department of Community Affairs has established Minimum Standards for Local Government Comprehensive Planning that encompass the following State Economic Development goals:

- o An Economy that is growing and balanced
- o An Economy consistent with prudent management of state resources
- o An Economy that equitably benefits all segments of the population

Lake City's development goals expressed in this Economic Development Element must be consistent with these state goals. "Quality Community Objectives" associated with these and other State goals must be considered in developing the goals, objectives, policies and strategies of the Lake City Comprehensive Plan, including the following:

Regional Identity Objective: Regions should promote and preserve an "identity," defined in terms of traditional regional architecture, common economic linkages that bind the region together or other shared characteristics.

Growth Preparedness Objective: Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (roads, water, sewer and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired or leadership capable of responding to growth opportunities.

Appropriate Businesses Objective: The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.

Educational Opportunities Objective: Educational and training opportunities should be readily

available in each community to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.

Employment Options Objective: A range of job types should be provided in each community to meet the diverse needs of the local workforce.

Lake City's Economic Development Element is responsive to these State goals and objectives and is presented below:

Economic Base

The Lake City economy consists primarily of retail businesses, light industry and distribution facilities. Tourism, farming, agribusiness and mining are not significant factors in the local economy. The inventory of the economic base consists of an analysis of employment, earnings, weekly wages and income by type. Major development trends and unique economic activities also comprise the economic inventory.

Information presented in the Population Element indicates that Lake City and Clayton County are comparable in many respects. As economic data is generally not available for cities the size of Lake City, Clayton County data is used as representative of the Lake City community. Lake City data is integrated into the analysis when it is available.

Employment

The Retail Trade sector formed the single largest employer in Clayton County in 1990, followed closely by Transportation, Communications and Utilities (TCU) and Services. By 2000, TCU represented the largest employment sector in the county. Hartsfield Jackson International Airport, Southlake Mall and other commercial and business centers contribute to these sectors. The largest employment sectors in Lake City are retail trade and manufacturing, as these enterprises dominate the local economy. TABLE E1 presents employment trends and forecasts by sector for Clayton County. Transportation, Communications and Utilities are expected to remain the dominant employment sector through 2025. Services employment overtook retail trade in Clayton County in 2000 and is projected to remain the second largest employment sector behind TCU.

Table E1. Employment By Sector 2000 Georgia, Clayton County, Lake City

	Georgia	Clayton County	Lake City
Total:	5,687,945	176,075	1,810
Agriculture	100,003	461	26
Mining	6,399	87	0
Construction	304,710	9,043	64
Manufacturing	568,830	10,678	185
Wholesale trade	148,026	4,431	87
Retail trade	459,548	12,647	155
TCU	462,608	34,010	226
FIRE	637,976	19,508	273
Government	193,128	6,917	55
Services	2,806,717	78,293	739

Source: US Bureau of Census 2000.

Table E2. Percentage Employment by Sector 2000 Georgia, Clayton County, Lake City

	Georgia	Clayton County	Lake City
Total:	100%	100%	100%
Agriculture	2%	0%	1%
Mining	0%	0%	0%
Construction	5%	5%	4%
Manufacturing	10%	6%	10%
Wholesale trade	3%	3%	5%
Retail trade	8%	7%	9%
TCU	8%	19%	12%
FIRE	11%	11%	15%
Government	3%	4%	3%
Services	49%	44%	41%

Source: US Bureau of Census 2000.

Table E3. Employment by Sector Clayton County 1980 to 2025

CATEGORY	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total	60,124	84,342	103,558	122,374	146,904	166,360	183,729	198,655	209,939	216,702
Farming	108	100	83	66	60	58	57	55	54	52
Agri Services	189	330	398	585	638	708	784	858	926	984
Mining	79	95	42	71	66	71	77	81	86	89
Construction	4,284	5,997	5,462	6,705	7,157	7,730	8,147	8,426	8,578	8,615
Manufacturing	5,055	6,109	5,868	6,416	7,536	7,839	8,097	8,313	8,491	8,633
TCU	11,250	17,852	24,173	29,562	40,591	48,328	55,442	61,453	65,828	68,203
Wholesale Trade	4,745	5,789	6,117	7,571	8,450	9,452	10,231	10,931	11,589	12,21
Retail Trade	12,933	19,715	25,396	25,224	27,758	30,396	32,751	34,632	35,769	36,007
FIRE	3,428	3,505	4,015	4,818	5,493	5,997	6,350	6,646	6,885	7,064
Services	8,592	12,448	17,825	27,930	33,971	39,232	44,007	48,360	51,866	54,180
Government	9,461	12,402	14,179	13,426	15,184	16,549	17,786	18,900	19,867	20,659

Source: Woods & Pool Economics, Inc. 2001.

As indicated in TABLE E2, Clayton County registers above-average employment concentration in the TCU sector, in fact, four to five times higher than Georgia in certain years. Retail Trade is somewhat higher relative to Georgia. Wholesale Trade; Finance, Insurance and Real Estate (FIRE); Services and Government are less prominent compared to state figures. Manufacturing in Clayton is roughly half the level seen in Georgia and is projected to record substantial decreases in percentage of the workforce employed in manufacturing through 2025. Clayton County's largest employment sectors in 2000 were TCU and Services, which combined comprised 50 percent of total employment. Statewide, three sectors, Services, Retail and Government, comprised 60 percent of employment.

TCU, Services and Retail Trade are expected to continue as the dominant employers in Clayton County for the remainder of the planning period. Wholesale Trade is expected to decline somewhat, although this sector will remain stable across Georgia. Numerically, all employment sectors in the county will expand to reflect growth in employment. Continuing growth in absolute number and percentage in Lake City's TCU and Services sectors is a reasonable assumption as most retail businesses in the county lie outside Lake City.

Table E4. Employment Comparison by Percentage of Sector Clayton County and Georgia
1980-2025

CATEGORY	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Construction										
Clayton County	7.13	7.11	5.27	5.48	4.87	4.65	4.43	4.24	4.09	3.98
Georgia	5.07	6.11	5.75	5.58	5.86	5.76	5.65	5.54	5.43	5.35
Manufacturing										
Clayton County	8.41	7.24	5.67	5.24	5.13	4.71	4.41	4.18	4.04	3.98
Georgia	19.25	17.53	15.51	14.27	12.72	12.02	11.43	10.87	10.35	9.86
TCU										
Clayton County	18.71	21.17	23.34	24.16	27.63	29.05	30.18	30.93	31.36	31.47
Georgia	5.55	5.51	5.86	5.72	5.98	6.03	6.05	6.03	5.97	5.87
Wholesale Trade										
Clayton County	7.89	6.86	5.91	6.19	5.75	5.68	5.57	5.50	5.52	5.64
Georgia	6.34	6.65	6.18	5.73	5.86	5.92	5.95	5.98	6.00	6.02
Retail Trade										
Clayton County	21.51	23.33	24.52	20.61	18.90	18.27	17.83	17.43	17.04	16.62
Georgia	14.84	16.13	16.44	17.14	16.83	16.79	16.76	16.71	16.64	16.54
FIRE										
Clayton County	5.70	4.16	3.88	3.94	3.74	3.60	3.46	3.35	3.28	3.26
Georgia	7.28	6.98	6.64	6.36	6.63	6.60	6.57	6.52	6.46	6.39
Services										
Clayton County	14.29	14.76	17.21	22.82	23.12	23.58	23.95	24.34	24.71	25.00
Georgia	18.30	20.61	23.75	26.61	28.88	29.98	31.00	32.04	33.07	34.08
Government										
Clayton County	15.74	14.70	13.69	10.98	10.34	9.95	9.69	9.52	9.46	9.54
Georgia	18.95	16.84	16.71	15.68	14.45	14.22	14.03	13.86	13.72	13.60

Source: Woods & Pool Economics, Inc. 2001.

Earning and Wages

Lake City comprises slightly more than one percent of Clayton County's population. While employee earnings data is not available for smaller jurisdictions, Lake City earnings are assumed to be comparable to those in Clayton County. As the city's employment base is not found in those sectors characterized by high relative earnings, for example, manufacturing and construction, the city is expected to garner approximately one percent of total county payroll. This percentage is expected to remain stable throughout the planning period.

Transportation, Communications and Utilities formed the cornerstone of county earnings in 2000, followed by Government and Services, a distant third. This pattern is expected to continue throughout the planning period. Earnings trends and forecasts are shown in Table E5.

Table E5. Earnings Trends and Forecasts Clayton County 1980-2025

CATEGORY	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Construction	116,598	164,170	152,471	183,706	219,791	244,360	264,100	279,223	289,868	296,164
Manufacturing	166,576	202,589	198,107	229,081	286,464	313,973	340,292	365,164	388,298	409,452
TCU	574,326	1,030,015	1,336,458	1,587,995	2,149,619	2,682,232	3,212,731	3,703,876	4,111,778	4,399,432
Wholesale	157,621	200,487	204,306	279,907	350,205	401,042	443,358	482,705	520,421	556,786
Retail	221,858	348,649	427,274	399,096	478,092	535,357	589,772	636,943	670,945	687,849
FIRE	30,652	43,316	78,017	109,252	131,810	154,241	173,696	191,927	208,477	222,832
Services	166,061	248,098	388,045	618,282	886,606	1,097,116	1,310,964	1,526,935	1,727,770	1,895,897
Government	375,890	593,604	805,914	1,016,901	1,382,812	1,654,531	1,927,777	2,200,878	2,454,982	2,670,865

Source: Woods & Poole Economics, Inc. 2001.

As indicated in Table E6, the percentage of earnings generated by Clayton County's Manufacturing, FIRE, Services and Government sectors in 2000 are substantially lower than state percentages. Retail Trade as a percentage of total earnings in 2000 in the county was comparable to state percentages, at 9.54 percent and 8.68 percent, respectively. Earnings in this sector are expected to decline somewhat through 2025. TCU in Clayton is forecast to continue to substantially outpace the state, with the county recording significant gains. Manufacturing and Wholesale Trade earnings are expected to decline compared to state earnings.

Table E6. Percentage of Earning Generated by Sector Clayton County and Georgia 1980- 2025

CATEGORY	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Construction										
Clayton County	7.07	6.34	4.75	4.81	4.39	4.07	3.79	3.54	3.35	3.20
Georgia	5.66	6.57	5.82	5.39	5.62	5.44	5.25	5.06	4.88	4.72
Manufacturing										
Clayton County	10.10	7.82	6.17	6.00	5.72	5.23	4.88	4.63	4.48	4.42
Georgia	22.54	20.03	17.51	16.84	15.17	14.56	14.01	13.47	12.92	12.38
TCU										
Clayton County	34.82	39.76	41.63	41.61	42.90	44.70	46.11	47.01	47.45	47.48
Georgia	9.33	8.85	8.75	9.43	9.61	9.69	9.70	9.65	9.54	9.37
Wholesale Trade										
Clayton County	9.56	7.74	6.36	7.33	6.99	6.68	6.36	6.13	6.01	6.01
Georgia	8.87	9.04	8.86	8.17	8.55	8.48	8.38	8.27	8.15	8.04
Retail Trade										
Clayton County	13.45	13.46	13.31	10.46	9.54	8.92	8.46	8.0	7.74	7.42
Georgia	10.33	10.64	9.17	9.08	8.68	8.47	8.28	8.1	7.92	7.74
FIRE										
Clayton County	1.86	1.67	2.43	2.86	2.63	2.57	2.49	2.44	2.41	2.40
Georgia	5.44	5.59	6.43	6.86	7.87	8.02	8.14	8.21	8.23	8.21
Services										
Clayton County	10.07	9.58	12.09	16.20	17.69	18.28	18.81	19.38	19.94	20.46
Georgia	15.63	17.36	21.95	24.33	26.88	28.32	29.71	31.14	32.60	34.07
Government										
Clayton County	12.72	13.34	13.02	10.45	9.91	9.29	8.86	8.55	8.39	8.36
Georgia	21.03	19.75	19.32	17.67	15.79	15.27	14.82	14.45	14.11	13.84

Source: Woods & Poole Economics, Inc. 2001.

Average Weekly Wages

Clayton County wages compared favorably with the state in many sectors of the economy during the period 1989 through 1999. Exceptions are found in Wholesale Trade, FIRE and Services, where wages historically lagged behind the state. State wages exceeded Clayton County weekly wages in Wholesale Trade in 1999 by some 26 percent and 44 percent for FIRE.

Average weekly wages paid in Retail Trade and Manufacturing in Lake City are believed to be comparable to those paid in Clayton County. Wages in these categories exceeded wages indicated for the state by a slight margin. Wages in the TCU sector in Clayton were 105 percent of wages in this sector across Georgia, suggesting that the airport, the location of most employment in this transportation sector, draws from well beyond Clayton County. Average weekly wage information is contained in Table E7.

Table E7. Average Weekly Wages Clayton County and Georgia 1994-1999

CATEGORY	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
All Industries											
Clayton County	468	494	522	546	546	549	555	586	611	635	663
Georgia	404	424	444	471	480	488	509	531	562	598	629
Agriculture											
Clayton County	NA	324	348	309	294	298	308	NA	NA	382	417
Georgia	267	276	285	297	304	312	322	336	347	373	390
Mining											
Clayton County	NA	NA	NA	NA	635	NA	NA	NA	NA	NA	NA
Georgia	561	589	605	NA	NA	698	734	741	781	832	866
Construction											
Clayton County	NA	456	471	484	487	509	522	565	597	629	658
Georgia	NA	434	439	451	461	479	508	534	556	590	623
Manufacturing											
Clayton County	NA	499	519	548	560	588	616	659	649	676	698
Georgia	NA	450	473	503	511	531	555	588	620	656	684
TCU											
Clayton County	NA	841	844	835	860	872	883	908	910	916	943
Georgia	NA	603	635	689	709	720	737	769	805	842	895
Wholesale Trade											
Clayton County	NA	505	548	589	615	619	631	661	696	743	736
Georgia	NA	603	632	669	695	711	729	762	809	873	932
Retail Trade											
Clayton County	NA	255	264	276	265	272	283	295	305	329	341
Georgia	NA	236	244	255	260	267	275	286	299	318	335
FIRE											
Clayton County	NA	425	459	482	482	491	507	505	546	554	623
Georgia	NA	544	569	627	648	648	693	741	799	872	900

Services											
Clayton County	NA	375	390	424	406	403	434	484	527	539	577
Georgia	NA	414	439	464	471	475	501	519	551	580	611
Government											
Clayton County	NA	NA	NA	NA	NA	NA	NA	554	577	596	623
Georgia	NA	451	462	460	471	NA	493	517	533	561	579

Source: U.S. Bureau of Labor Statistics, 2001.

Income

Table E8 presents income trends and forecasts for personal income by type for Clayton County. As no data is available for Lake City, personal income data is assumed to be similar to that in Clayton County. Payments for labor, that is, wages and salaries and other labor or income to sole proprietorships, comprised 99 percent of personal income in Clayton County in 2000. This percentage is expected to remain relatively stable through 2020 and is consistent with stability in proprietor's income.

Table E8. Personal Income by Type – Trends and Forecasts Clayton County 1985-2025

CATEGORY	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Wages & Salaries	54.22	69.02	76.57	80.98	88.79	90.42	91.54	92.21	92.39	92.02
Other Labor Income	7.03	9.25	10.53	12.05	10.79	10.85	10.84	10.77	10.65	10.46
Proprietors Income	3.72	4.36	3.91	3.44	3.61	3.63	3.63	3.62	3.59	3.53
Dividends, Interest, & Rent	8.59	11.80	12.31	11.36	11.63	11.18	10.94	10.87	10.97	11.26
Transfer Payments to Persons	7.09	7.12	8.25	11.54	10.66	10.48	10.56	10.88	11.48	12.39
Less: Social Ins. Contributions	3.10	4.58	5.45	5.97	6.24	6.61	7.03	7.47	7.93	8.42
Resident Adjustment	22.45	3.04	-6.12	-13.40	-19.24	-19.94	-20.49	-20.90	-21.15	-21.24

Source: Woods & Poole Economics, Inc. 2001.

A comparison of Clayton County personal income sources to personal income sources for all Georgians shown in Table E8 reveals that the Clayton residents receive a substantially larger proportion of income from wages and salaries and other labor, a trend expected to continue for the next twenty years. Growth in dividend, interest and rent income and in transfer payments in Clayton County is anticipated to exceed those across Georgia on a percentage basis during the planning period. As the Lake City population continues to age and income trends upward, income derived from investments and transfer payments (such as social security and welfare) should continue to increase as is seen for Clayton in Tables E8 and E9.

Substantial change is evident in the resident adjustment numbers. An increasingly negative value over the planning period indicates that more and more income will be earned by residents of counties other than Clayton.

The "Residence Adjustment" factor, a measure of how much revenue is channeled into or out of a geographic area in the form of wages and other income, is slightly negative for Georgia in 2000, and projected to rise through the year 2025 to 1.35 percent. This is as expected since most Georgians would tend to work in Georgia. Greater variation can be expected when county data are considered as the labor force, particularly the mobile labor force of the Atlanta Region, can easily live in one county and work in another. Counties with strong employment bases may actually have a negative residence adjustment factor. A negative residence adjustment value indicates a net flow of income out of the County as residents from surrounding counties commute to job sites in Clayton County, taking cash incomes back to their home county.

Projections through the year 2025 indicate that Clayton County's negative residence adjustment value will continue to hover around negative 20, at an actual rate of -23.03. This suggests a revenue drain, but also indicates that Clayton County will continue as a strong workplace destination. Georgia maintains a positive residence adjustment value, increasing toward the end of the planning period.

**Table E9. Income by Type – Comparison By Percent of Category
Clayton County and Georgia 1980-2025**

CATEGORY	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Wages & Salaries										
Clayton County	54.22	69.02	76.57	80.98	88.79	90.42	91.54	92.21	92.39	92.02
Georgia	64.10	62.15	60.36	59.07	61.06	61.09	61.00	60.88	60.72	60.50
Other Labor Income										
Clayton County	7.03	9.25	10.53	12.05	10.79	10.85	10.84	10.77	10.65	10.46
Georgia	8.41	8.72	8.68	8.63	7.74	7.62	7.49	7.35	7.22	7.09
Proprietors Income										
Clayton County	3.72	4.36	3.91	3.44	3.61	3.63	3.63	3.62	3.59	3.53
Georgia	6.51	6.97	7.11	7.96	8.21	8.11	8.02	7.94	7.84	7.74
Dividends, Interest & Rent										
Clayton County	8.59	11.80	12.31	11.36	11.63	11.18	10.94	10.87	10.97	11.26
Georgia	13.05	15.79	17.34	16.31	16.13	15.98	15.87	15.78	15.73	15.71
Transfer Payments to Persons										
Clayton County	7.09	7.12	8.25	11.54	10.66	10.48	10.56	10.88	11.48	12.39
Georgia	11.72	10.73	10.94	12.62	11.48	11.55	11.74	12.05	12.48	13.06

Less: Social Ins. Contributions										
Clayton County	3.10	4.58	5.45	5.97	6.24	6.61	7.03	7.47	7.93	8.42
Georgia	3.54	4.10	4.33	4.45	4.47	4.65	4.88	5.14	5.44	5.78
Residence Adjustments										
Clayton County	22.45	3.04	-6.12	-13.4	-19.2	-19.9	-20.5	-20.9	-21.1	-21.2
Georgia	-0.25	-0.25	-0.10	-0.15	-0.16	0.31	0.75	1.14	1.45	1.69

Source: Woods & Poole Economics, Inc. 2001.

Major Development Trends

Lake City occupies a land area of approximately 2.21 square miles, some 1410 acres. Of this amount, just over 100 acres is considered available for development. The City does not anticipate any additional significant residential subdivision development. Future residential development is expected to stem from infill on scattered lots or redevelopment at higher densities.

The "Gateway" Corridor along Highway 54 promises significant potential for new commercial and residential development. Bolstered by development in adjacent Morrow and on the ground investments by the City in the new City Hall, and by the private sector in an attractive Kroger shopping center and another anchored by Ingles, growth is expected in the form of office, service and mixed-use development. Such development may reduce the city's dependence on wholesale trade and manufacturing and bring greater employment diversity.

Manufacturing is now the cornerstone of the Lake City economy and a number of light industrial and distribution facilities are located here. Dixie Numerics, a stamping manufacturer supplying the automotive industry, is the largest employer with nearly 300 employees. The firm has substantially expanded the Lake City plant since 1990. Persona Care, a personal care facility, is the largest service provider in the city.

The potential for non-residential development is limited by the lack of sizable parcels of contiguous land. A 20-acre vacant tract located on Forest Parkway is zoned commercial and offers the best opportunity for new, non-residential development. Annexation is one means of growth available to the city; however, most of this is expected to occur in residential areas adjoining the city limits to the east. Accordingly, commercial intensification may be the primary source of new development, and industrial development is expected to be limited to more intense use of existing industrial properties.

Unique Economic Activities

Lake City maintains a viable economic base, and while growth potential is limited, the economic climate is healthy and provides employment opportunities for residents of the community. No unique economic activities that would exert a marked influence on the city economy are present. However; Lake City is not simply a bedroom community of Atlanta as the number of industrial employers suggests. Accordingly, the jobs-housing balance is not impeded by the number of employers. Rather, any weakness in the local economy lies with the concentration of warehouse and distribution and

manufacturing jobs. As mentioned, office development near Clayton College State University and Morrow's planned commuter rail station could help redress the relatively narrow range of employment options by increasing diversity in the Lake City job market.

Labor Force

This section of the Economic Development Element examines employment, occupation, labor force, unemployment rates and commuting patterns of the Lake City work force. Historic trends are compared to the county, state and nation, and forecasts are made for the 20-year planning period.

Employment Lake City's resident labor force, that is, the type of jobs held by residents, tends to concentrate in administrative support; precision, production and equipment operation; machine operator and inspectors; and transportation and moving occupations compared to Georgia and the U.S. While Lake City resident participation in these categories is more comparable to Clayton County, Lake City falls behind Clayton in employment in managerial and technical occupations and well behind Georgia and the U.S.

Table E10 provides the total number of employees engaged in the full range of occupations for Lake City, Clayton County, Georgia and the U.S. for 1990 and 2000. Table E11 compares the relative percentages of employees by occupational category. During this period, the proportion of managerial and technical employees in Clayton, Georgia and the U.S. rose substantially while employment in these occupations in Lake City was flat. These tend to be high wage occupations. Employment in clerical and administrative support was somewhat higher for Clayton County and Lake City than either Georgia or the U.S. in 1990 and 2000. Participation in service occupations in Lake City and Clayton County mirrored state and national figures for 2000. Employment in precision, production and equipment operation in each of the four locations declined, however; the figure recorded for Lake City nearly doubled those of Clayton County, Georgia and the U.S. in 2000. As expected, both Clayton and Lake City recorded significantly higher employment in transportation and material moving, airport related and distribution occupations, than did Georgia or the U.S. Employment in this field grew substantially for Lake City and Clayton workers between 1990 and 2000. A statistic in Table E7 that actually places Lake City in a weak position relative to Clayton, Georgia and the U.S. is total employment growth from 1990 to 2000. Total employment grew an average of 18.4 percent while the number of Lake City residents who were employed actually declined 21.5 percent.

Table E10. Occupations of Residents (Persons 16 Years And Older) Lake City, Clayton County, Georgia and U.s. 1990-2000

	Lake City	Lake City	Clayton	Clayton	GA	GA	US	US
Category	1990	2000	1990	2000	1990	2000	1990	2000
TOTAL All Occupations	1,561	1,225	96,580	114,468	3,092,057	3,839,756	115,452,905	129,721,512
Executive, Administrative and Managerial (not Farm)	122	78	10,644	12,206	378,984	538,647	14,227,916	17,448,038
Professional and Technical Specialty	105	85	8,437	15,340	383,012	717,312	16,287,187	26,198,693
Technicians & Related Support	66	NA	3,388	NA	110,766	NA	4,251,007	NA
Sales	167	78	10,447	10,362	379,746	446,876	13,606,870	14,592,699
Clerical and Administrative Support	330	243	22,547	24,706	494,823	581,364	18,769,526	20,028,691
Private Household Services	10	NA	141	NA	15,882	NA	520,183	NA
Protective Services	43	NA	2,229	NA	52,596	NA	1,981,723	NA
Service Occupations (not Protective & Household)	193	154	9,338	13,389	302,084	444,077	12,746,927	15,575,101
Farming, Fishing and Forestry	0	0	694	135	68,111	24,489	2,835,950	951,810
Precision Production, Craft, and Repair	280	190	13,292	8,196	366,819	346,326	13,077,829	11,008,625
Machine Operators, Assemblers & Inspectors	105	165	4,966	13,444	262,930	415,849	7,886,595	12,256,138
Transportation & Materials Moving	83	202	5,882	12,444	142,189	254,652	4,715,847	7,959,871
Handlers, Equipment Cleaners, Helpers & Laborers	57	NA	4,575	NA	134,115	NA	4,545,345	NA

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

Table E11. Occupations of Residents (Persons 16 Years and Older) Lake City, Clayton County, Georgia and U.S. 1990-2000

	Lake City	Lake City	Clayton	Clayton	GA	GA	US	US
Category	1990	2000	1990	2000	1990	2000	1990	2000
TOTAL All Occupations	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Executive, Administrative and Managerial (not Farm)	7.82%	6.37%	11.02%	10.66%	12.26%	14.03%	12.32%	13.45%
Professional and Technical Specialty	6.73%	6.94%	8.74%	13.40%	12.39%	18.68%	14.11%	20.20%
Technicians & Related Support	4.23%	NA	3.51%	NA	3.58%	NA	3.68%	NA
Sales	10.70%	6.37%	10.82%	9.05%	12.28%	11.64%	11.79%	11.25%
Clerical and Administrative Support	21.14%	19.84%	23.35%	21.58%	16.00%	15.14%	16.26%	15.44%
Private Household Services	0.64%	NA	0.15%	NA	0.51%	NA	0.45%	NA
Protective Services	2.75%	NA	2.31%	NA	1.70%	NA	1.72%	NA
Service Occupations (not Protective & Household)	12.36%	12.57%	9.67%	11.70%	9.77%	11.57%	11.04%	12.01%
Farming, Fishing and Forestry	0.00%	0.00%	0.72%	0.12%	2.20%	0.64%	2.46%	0.73%
Precision Production, Craft, and Repair	17.94%	15.51%	13.76%	7.16%	11.86%	9.02%	11.33%	8.49%
Machine Operators, Assemblers & Inspectors	6.73%	13.47%	5.14%	11.74%	8.50%	10.83%	6.83%	9.45%
Transportation & Materials Moving	5.32%	16.49%	6.09%	10.87%	4.60%	6.63%	4.08%	6.14%
Handlers, Equipment Cleaners, Helpers & Laborers	3.65%	NA	4.74%	NA	4.34%	NA	3.94%	NA

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

Employment Status

This section presents information pertaining to the various groupings of employees, including the number of persons available for employment, the number of civilian versus military employees and a breakdown by male and female employees. Table E12 presents such information for the Lake City labor force. Table E13 compares employment status of Lake City with Clayton County, Georgia and the U.S., and presents more detailed employment data by sex.

Despite the proximity to Ft. Gillem and Ft. MacPherson, the number of Lake City residents in the Armed Forces is insignificant. The number of Lake City individuals in the labor force declined substantially between 1990 and 2000, falling some 22 percent. The number of males in the labor force, declined some 20 percent while the number of females actually increased 24 percent.

These statistics reflect a recent trend away from the single wage earner family in Clayton, Georgia and the U.S. since 1980, and an aging Lake City population. This is consistent with findings in the Population Element concerning Lake City's 65+ population: *" . . .only one age cohort increased significantly during this period, the 65+ group, which expanded 77.7 percent between 1990 and 2000 and an equally strong 74.75 percent in the decade from 1980 to 1990."*

Table E12. Labor Force Characteristics Lake City 1990-2000

Category	1990	1990	2000	2000
TOTAL Males and Females	2,185	100.00%	2,282	100.00%
In Labor Force	1,640	75.06%	1,277	55.96%
Civilian Labor Force	1,618	74.05%	1,265	55.43%
Civilian Employed	1,561	71.44%	1,225	53.68%
Civilian Unemployed	87	2.61%	40	1.75%
In Armed Forces	22	1.01%	12	0.53%
Not in Labor Force	545	24.94%	1,005	44.04%
TOTAL Males	1,061	100.00%	1,113	100.00%
Male In Labor Force	863	81.34%	688	61.81%
Male Civilian Labor Force	841	79.26%	676	60.74%
Male Civilian Employed	823	77.57%	655	58.85%
Male Civilian Unemployed	18	1.70%	21	1.89%
Male In Armed Forces	22	2.07%	12	1.08%
Male Not in Labor Force	198	18.66%	425	38.19%
TOTAL Females	1,124	100.00%	1,169	100.00%
Female In Labor Force	777	69.13%	589	50.38%
Female Civilian Labor Force	777	69.13%	589	50.38%
Female Civilian Employed	738	65.66%	570	48.76%
Female Civilian Unemployed	39	3.47%	19	1.63%
Female In Armed Forces	0	0.00%	0	0.00%
Female Not in Labor Force	347	30.87%	580	49.62%

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

Table E13 compares labor force characteristics of Lake City to those of Clayton County, the state and nation. The percentage of Lake City individuals aged 16 and older that did not participate in the labor force in 2000 was significantly higher than that for individuals in Clayton County, in Georgia and in the U.S. Lake City participation by males was comparable to Georgia and the U.S. in 1990, but fell dramatically, some 16 percentage points, by 2000. Female participation was relatively higher than in Georgia and the U.S. in 1990, but dipped in 2000. Fewer males in Clayton were in the labor force in 2000 compared to 1990 and the ratio of females also decreased marginally. The state and nation registered little change in female participation in the work force from 1990 to 2000; male participation declined somewhat. Overall, each jurisdiction recorded a decrease in the ratio of individuals active in the labor force between 1990 and 2000.

These statistics also reflect a recent trend away from the single wage earner family in Clayton, Georgia and the U.S. since 1980, and an aging Lake City population. Meanwhile, the ratio of Clayton County individuals participating in labor force exceeded that of Lake City, the state and nation in both 1990 and 2000, and was attributable in part to expansion of employment opportunities at Hartsfield Jackson International Airport experienced during the 1990's. The higher participation in the labor force in Clayton compared to Lake City may lie in the contrast in median age found in Table P7 of the Population Element. Median age in Clayton in 2000 was 30.2 years compared to 36.6 in Lake City.

Table E13. Comparison of Labor Force Characteristics Lake City, Clayton County, Georgia and U.S. 1990-2000

	Lake City	Lake City	Clayton	Clayton	Georgia	Georgia	US	US
Category	1990	2000	1990	2000	1990	2000	1990	2000
TOTAL Males and Females	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
In Labor Force	75.06%	55.96%	75.83%	70.95%	67.89%	66.07%	65.28%	63.92%
Civilian Labor Force	74.05%	55.43%	74.83%	70.23%	66.41%	65.00%	64.39%	63.39%
Civilian Employed	71.44%	53.68%	70.66%	66.36%	62.60%	61.43%	60.34%	59.73%
Civilian Unemployed	2.61%	1.75%	4.17%	3.87%	3.80%	3.57%	4.05%	3.66%
In Armed Forces	1.01%	0.53%	0.99%	0.72%	1.48%	1.07%	0.89%	0.53%
Not in Labor Force	24.94%	44.04%	24.17%	29.05%	32.11%	33.93%	34.72%	36.08%
TOTAL Males	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Male In Labor Force	81.34%	61.81%	84.31%	75.66%	76.65%	73.11%	74.48%	70.75%
Male Civilian Labor Force	79.26%	60.74%	82.52%	74.52%	73.87%	71.20%	72.82%	69.81%
Male Civilian Employed	77.57%	58.85%	78.39%	70.51%	70.07%	67.65%	68.18%	65.81%
Male Civilian Unemployed	1.70%	1.89%	4.12%	4.00%	3.80%	3.55%	4.63%	3.99%
Male In Armed Forces	2.07%	1.08%	1.79%	1.14%	2.78%	1.91%	1.66%	0.94%
Male Not in Labor Force	18.66%	38.19%	15.69%	24.34%	23.35%	26.89%	25.52%	29.25%
TOTAL Females	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Female In Labor Force	69.13%	50.38%	68.00%	66.67%	59.88%	59.43%	56.79%	57.54%
Female Civilian Labor Force	69.13%	50.38%	67.74%	66.33%	59.59%	59.15%	56.60%	57.39%
Female Civilian Employed	65.66%	48.76%	63.53%	62.58%	55.78%	55.57%	53.10%	54.04%
Female Civilian Unemployed	3.47%	1.63%	4.22%	3.75%	3.81%	3.59%	3.51%	3.35%

Female In Armed Forces	0.00%	0.00%	0.26%	0.34%	0.29%	0.28%	0.19%	0.15%
Female Not in Labor Force	30.87%	49.62%	32.00%	33.33%	40.12%	40.57%	43.21%	42.46%

Unemployment

Table E14 depicts unemployment rates for Lake City, surrounding counties, Georgia and the U.S. for the period 1990 to 2004. Unemployment rates in Lake City have been lower than in surrounding counties, and well below those in of the state and nation. Lake City and Henry County have very similar rates from 1996 to 2003. This is a reflection of the Lake City's proximity to employment centers.

Table E14. Unemployment Rates Lake City, Regional Counties, Georgia and U.S. 1990-2000

County	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Lake City	3.2	3.3	4.2	3.5	3.2	2.9	2.6	2.4	2.1	2.0	1.9	2.2	3.6	3.4	3.3
Clayton	5.4	5.7	7.3	6.2	5.6	5.1	4.5	4.1	3.7	3.5	3.4	3.8	6.3	5.3	5.8
Cobb	4.1	4.1	5.7	4.6	4.2	3.6	3.0	3.0	2.7	2.6	2.5	3.0	4.7	3.6	4.1
Dekalb	5.0	4.6	6.6	5.7	5.4	4.9	4.4	4.5	4.1	3.9	3.5	4.2	6.2	4.6	5.5
Fayette	3.3	3.7	4.2	3.3	2.9	2.6	2.3	2.3	2.3	1.8	2.0	2.1	3.0	2.6	2.9
Fulton	5.7	5.3	7.4	6.4	5.8	5.4	5.0	4.6	4.1	3.9	3.6	4.3	6.4	4.8	5.5
Gwinnett	4.2	3.8	5.3	4.2	3.7	3.2	2.8	2.6	2.5	2.4	2.2	2.9	4.6	3.0	3.6
Henry	4.6	4.6	5.4	4.1	3.7	3.4	2.8	2.5	2.3	2.0	2.0	2.4	4.1	3.0	4.3
Rockdale	4.4	4.1	5.5	4.4	3.8	3.4	3.1	3.2	2.9	2.5	2.7	2.9	4.6	3.0	4.4
Spalding	5.8	6.1	7.1	6.1	5.1	4.7	5.1	5.1	4.5	4.2	5.2	5.1	6.0	5.6	5.9
Georgia	5.5	5.0	7.0	5.8	5.2	4.9	4.6	4.5	4.2	4.0	3.7	4.0	5.1	4.7	4.6
U.S.	5.6	6.8	7.5	6.9	6.1	5.6	5.4	4.9	4.5	4.2	4.0	4.7	5.8	6.0	5.8

Source: Georgia Department of Labor, 2004; data for 2004 is through June 2004.

Commuting Patterns

Census data for commuting patterns of Lake City residents is not available. Residents of the Atlanta region continue to favor the private automobile as the primary means of access to work. Recent studies indicate that the average commuting time in Atlanta is the highest in the nation for cities of comparable size. Table E15 presents commuting data for Clayton County in 1980, 1990 and 2000. Of those county residents working, 44 percent worked inside Clayton County in 1980, reaching 46 percent by 1990. However, this ratio declined markedly to 38.1 percent by 2000. Fifty-six percent worked outside the county in 1980, declining to 54 percent at the beginning of the next decade. Clayton residents working outside the county increased sharply in 2000 which recorded more than 61 percent, that is, six of every 10 employed residents employed in counties other than Clayton.

Table E15. Commuting Patterns Clayton County 1980-2000

CATEGORY	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
Total Working Residents	66,927	100%	95,346	100%	112,580	100%
In Clayton County	29,432	44.1%	43,879	46.0%	42,924	38.1%
Outside Clayton County	37,295	55.9%	51,467	54.0%	68,727	61.0%

Source: U.S. Bureau of the Census, 1980, 1990 and 2000.

The U.S. Census characterizes workplace commuting by transportation means. Some 74 percent of Lake City residents drove to work alone in 1990, with just over 17 percent carpooling. This is consistent with statistics for Clayton County which were 81 percent and 15 percent, respectively. Average travel time for Lake City residents was just under 23 minutes; the figure for Clayton County residents was 24 minutes. In 2000, the percentage of Lake City residents driving to work alone dropped to 74.1 percent. This is attributable, in part to the increase of carpooling to 19.4 percent. In 2000, 76 percent of Clayton County commuters drove alone and 18.2 percent car pooled.

Table H16. Mean of Transportation To Work

	Georgia	Clayton	Lake City
Total:	3,832,803	112,580	1,224
Car, truck, or van:	3,525,972	106,472	1,145
Drove alone	2,968,910	85,944	907
Carpooled	557,062	20,528	238
Public transportation:	90,030	1,683	6
Bus or trolley bus	59,355	799	6
Streetcar or trolley car (publico in Puerto Rico)	843	0	0
Subway or elevated	20,116	587	0
Railroad	1,762	77	0
Ferryboat	382	19	0
Taxicab	7,572	201	0
Motorcycle	3,055	148	0
Bicycle	5,588	118	0
Walked	65,776	1,586	39
Other means	33,396	858	22
Worked at home	108,986	1,715	12

Economic Development Resources

Economic development resources are institutions and programs a city or county may use to strengthen the local economy. Development agencies, programs and tools, and training opportunities available to Lake City are described in this section of the Economic Development Element.

Development Agencies

Economic development agencies promote growth and development by creating promotional materials, devising marketing strategies and establishing business incentive programs. A summary of agencies that serve as a resource to Lake City is presented below:

The Clayton County Chamber of Commerce is the principal economic development agency for all Clayton County governments. The Chamber markets Clayton County to prospective industries and businesses, and has the legislative authority to provide tax incentive programs, venture capital, issue tax exempt or taxable bonds and create enterprise zones. The Chamber assists prospective developers by maintaining a database of development tracts. The Chamber cooperates with Georgia Power Company, the Atlanta Chamber of Commerce and the Georgia Department of Industry, Trade and Tourism, and acts as a liaison with these agencies on behalf of Lake City.

The Development Authority of Clayton County is a partner to the Chamber of Commerce and is actively involved in attracting businesses to the county and broadening the economic base. The Authority has the additional power to acquire and market property, and to undertake construction of commercial and industrial facilities. Clayton County also has a Redevelopment Authority to implement the programs of the Development Authority. The Redevelopment Authority can create special tax districts for approved urban redevelopment projects.

The Development Authority supported Lake City and Morrow by acquiring key properties at the entrance to Clayton College and State University and attracting such developments as the state and national archives. The Authority's actions helped secure a commuter rail station that is expected to focus public and private investment around the station area to be established at the main entrance to the CCSU campus.

Clayton College and State University is the leading institute of higher education in Clayton County. The University operates an impressive continuing education program. The School's Business Development Center provides assistance to existing businesses and industry and conducts training for individuals seeking career advancement. Clayton State has developed a reputable information technology program with many partnerships in the business community. University officials partnered with Lake City and Morrow in creating the Gateway Village Plan.

The Atlanta Chamber of Commerce assists 20 metropolitan Atlanta counties through a broad range of regional improvement and economic development programs. As the Chamber's overall scope is regional, businesses interested in investing in Clayton County or Lake City are referred to the Clayton County Chamber. The Atlanta Chamber provides a coordinated

program of business promotion at the national and international levels, emphasizing the biomedical, telecommunications and technology fields.

A recent example of cooperation among the various development agencies available to Lake City and Clayton County is the "Southern Crescent Study." In 2000, the Atlanta Chamber, South Fulton Chamber and Clayton County Chamber hosted an Urban Land Institute panel study. All municipalities surrounding the airport and their development authorities participated in the study which was geared to capitalizing on development opportunities being generated by an expanding Hartsfield Jackson International Airport. The study evaluated new strategies for partnerships among the many entities in the airport area. Transportation improvements formed a central focus of that study.

The Economic Development Division of Georgia Power Company is the oldest economic development agency in the state. The Division is comprised of two sections, a domestic section and an international section. Georgia Power staffs 130 offices statewide and functions in concert with area Chambers of Commerce and cooperates with local government within Georgia Power's service area. The company provides technical advice to local government in accommodating utility investments necessary to attract business. Georgia Power's Community Development Department provides clearinghouse services for communities wishing to identify potential matching grants for infrastructure projects. The Urban Affairs Department of Georgia Power Company provides services to agencies engaged in education, water and sewer utilities, transportation, air quality and airports. The Engineering Services Department assists communities and prospective businesses by providing site search capabilities to match the location criteria of prospective businesses.

The Georgia Department of Industry, Trade and Tourism (GITT) is funded by the State of Georgia and serves local governments. The agency's principal function is to assist business prospects in identifying suitable locations for their investment plans. GITT is a statewide agency that coordinates with area Chambers of Commerce and local governments. GITT also maintains working relationships with utility companies, financial institutions, universities and other economic development agencies.

Programs and Tools

Several programs and tools are used to stimulate economic development, including tax credits, exemptions and community improvement districts. These programs and tools are summarized below:

The Georgia Business Expansion Support Act provides tax credits to be applied toward state income taxes to encourage economic development. Many of these programs target specific industry groups while others apply to every employer. Job tax credits and investment tax credits are available depending on the area's economic development needs. The following is a listing of the various provisions of the Act that could benefit Lake City:

- Job Tax Credit
- Retraining Tax Credit
- Investment Tax Credit
- Child Care Credit
- Manufacturing Machinery Sales Tax Exemption
- Primary Material Handling Sales Tax Exemption
- Electricity Exemption
- Job Tax Credit for Joint Development Authorities

Community Improvement Districts. Community Improvement Districts (CIDs) are special tax districts permitted under the Georgia Constitution. CIDs are applicable to non-residential properties and may be created by a petition of a majority of property owners. These owners effectively agree to fund specific public facilities enhancements, such as roads, water and sewer utilities and lighting improvements through higher mileage rates assessed to properties within the District. An attractive aspect of the CID mechanism is that debts incurred are not debts of the local government, and therefore, do not affect the City's debt limit. Creation of a CID requires special legislation from the General Assembly which has not been sought by Lake City.

Property tax incentive programs may be established by the City of Lake City. An Urban Enterprise Zone may be designated in blighted areas characterized by deteriorating conditions and disinvestment. Such zones may be established for housing, commercial or industrial development, and establish a 10-year reduction in property taxes on the value of improvements built following establishment of the Zone. Tax Increment Financing or Tax Allocation District, as the mechanism is termed in Georgia, assigns the revenue stream associated with new assessed value, and tax revenues generated by improvements to private property investment to the TAD. The “increment” in revenues is used to enhance the function and appeal of the District. Infrastructure bonds are one public investment that can be funded through the revenue stream generated by a tax allocation district.

In 1988, Georgia enacted the Development Impact Fee Act which enables community to assign costs associated with new development to that development rather than to existing property tax payers. Fees collected through development impact fees must benefit the area being charged the fees and can fund roads, utilities, community services and park and recreation facilities.

Training Opportunities

Several job training opportunities sponsored by Clayton County are available to Lake City residents. Such programs stimulate the local economy by expanding the skill levels and labor force available to businesses. These programs also assist individuals in improving career skills and marketability. These programs are highlighted below:

The Georgia Job Training Partnership Program is a cooperative effort among business, local government and community leaders designed to increase job opportunities statewide. The Job Training Partnership Act of 1982 contains multiple categories for training and employment. These programs are administered by Private Industry Councils (PICs).

Clayton College and State University also offers job training opportunities for companies and individuals. The programs are directed at displaced workers and workers seeking career advancement and include:

- Business and Industry Program of the Business Training Center
- Project Start-Up
- Job Skills Center
- High Tech Training Facility on Wheels

The Work First program is administered by the Department of Family and Children Services (DFACS) of Clayton County. Work First is part of the statewide welfare reform effort funded by the federal government. Participation is mandatory for assistance recipients and six weeks of training is required prior to entry into the job market.

The Clayton County Board of Education also offers job training programs including WORKTEC, which is a cooperative program administered by the Georgia Department of Human Resources Division of Rehabilitation Services. The program provides training and employment opportunities for disabled individuals, and is open to all disabled persons from age 16 through 65. Adult Education Courses are also available at various public school locations throughout the county. Day and evening classes are offered.

ECONOMIC DEVELOPMENT ELEMENT ASSESSMENT

The Lake City economic base relies upon the retail trade and light industrial sectors. These sectors provide a stable employment base. The largest employer in Clayton County is Hartsfield Jackson International Airport. Continued expansion of airport facilities is anticipated well into the future, and it is expected that the airport will remain the county's employment anchor throughout the planning period.

Future economic growth within Lake City will be limited due to the lack of suitable land. Retail development will concentrate within shopping centers, likely anchored by major grocery chains and support retail and service establishments. Light industries such as Dixie Numerics are viable and continue to expand their facilities. New industrial development will most likely occur through the replacement of existing industries, resulting in possible modernization of facilities, or redevelopment.

Office as well as mixed-use development may occur in conjunction with the expanding "Gateway Village" project in Lake City and Morrow. Such development will be substantially boosted by establishment of commuter rail service to CCSU.

The following conclusions have been drawn from the analyses of the economic base, labor force and local and regional economic resources:

- Lake City is located within Clayton County, which is growing at a rate of approximately nine percent per year.
- The city will benefit from regional growth trends, specifically expansion of the TCU, Retail Trade and Wholesale Trade sectors.
- Employment within the city will expand, particularly in the Retail Trade and industrial sectors.
- Earnings growth within the city will keep pace with that of Clayton County and personal income within the dividend, interest and rent income and the transfer payment categories will continue to increase.

- The city's labor force is well-represented in the white collar and skilled labor occupations.
- The stability of the city's population and the high labor force participation rate has resulted in an unemployment rate that is one of the lowest in the Atlanta metropolitan area.
- Key partners for the future economic development of the city are the Clayton County Chamber of Commerce, Georgia Power Company and GITT.
- Creation of CID'S, Enterprise Zones and use of tax increment financing could serve as a means of redeveloping older residential, commercial and industrial areas of the city.
- As unemployment is low, and the labor force participation rate is high, job training programs are not a current priority for the City.

ECONOMIC DEVELOPMENT ELEMENT GOALS AND OBJECTIVES

The economic development goal for Lake City is to *“sustain, strengthen and expand the economic base in retail trade and light industrial sectors and examine opportunities to diversify the economy by promoting office and administrative operations.”*

Based upon the inventory and assessment of the local economy conducted in this Economic Development Element, Lake City has established the following objectives:

- Lake City's economic development strategy should focus on retention of existing manufacturing businesses and attraction of additional light industry.
- The City should build upon retail trade by encouraging redevelopment of older retail areas and infill commercial development.
- Maintain the viability of commercial areas through public improvements and enforcement of architectural standards.
- Investigate redevelopment opportunities within the city's commercial core, thereby, attracting quality retail trade and services.
- Continue to attract skilled labor for light industrial establishments.
- Establish programs that will enhance the visual appearance of the city.

Strategies that will address these needs include:

- Enhance existing commercial areas to provide an environment that encourages pedestrian activity.
- Create a CID, Enterprise Zone or other improvement district to facilitate redevelopment of non-residential areas of the city.

- Create an Economic Development Committee to work in concert with the Clayton County Chamber of Commerce to develop a strategic marketing program to attract new business and industry to the community.
- Create a committee comprised of elected officials, members of the business community and city residents to address future growth issues such as annexation policy and redevelopment.

NATURAL AND HISTORIC RESOURCES ELEMENT

Introduction

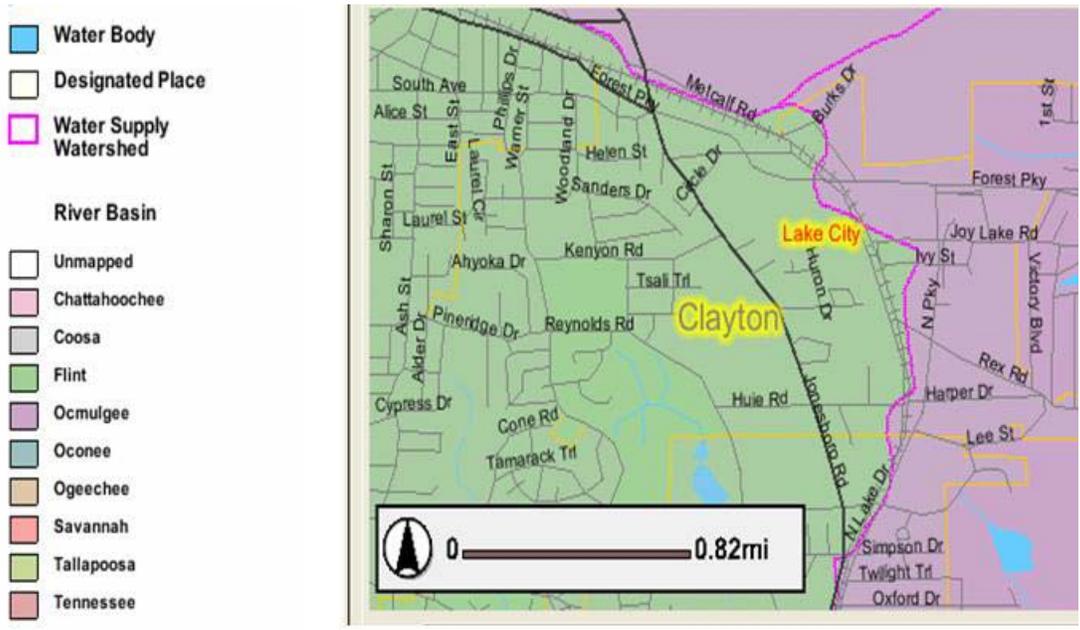
The Natural and Historic Resources Element of the Comprehensive Plan presents an inventory of natural, scenic and historic resources found in Lake City. This Element also assesses the significance of each of these resources relative to development projected to occur within the 20-year planning period. Lake City's resources encompass water supply watersheds, groundwater recharge areas, wetlands, protected mountains, river corridors, coastal resources, floodplains, soils, topography and steep slopes, agriculture and forest land, plant and animal habitats, parks and recreation areas, scenic views and sites, and historic and cultural resources. Community needs and associated goals are identified for managing and protecting these resources.

As Lake City undergoes further urbanization, the focus will be on balancing preservation of natural resources and development. As development of raw land or more intensive use of developed properties occurs, the city's zoning ordinance, subdivision regulations, floodplain ordinance and soils and sedimentation control ordinance incorporate provisions for protecting significant natural resources. The city endorses public education, including education of the development community, as a means of expanding awareness of environmental issues and the importance of maintaining an appropriate balance between development and the natural environment. These resources are described below:

Water Supply Watersheds

A water supply watershed is defined as the land area located upstream of a public drinking water intake. The Department of Natural Resources has established criteria to protect water supplies through establishment of buffer zones adjacent to streams, and through regulation of impervious area within watersheds.

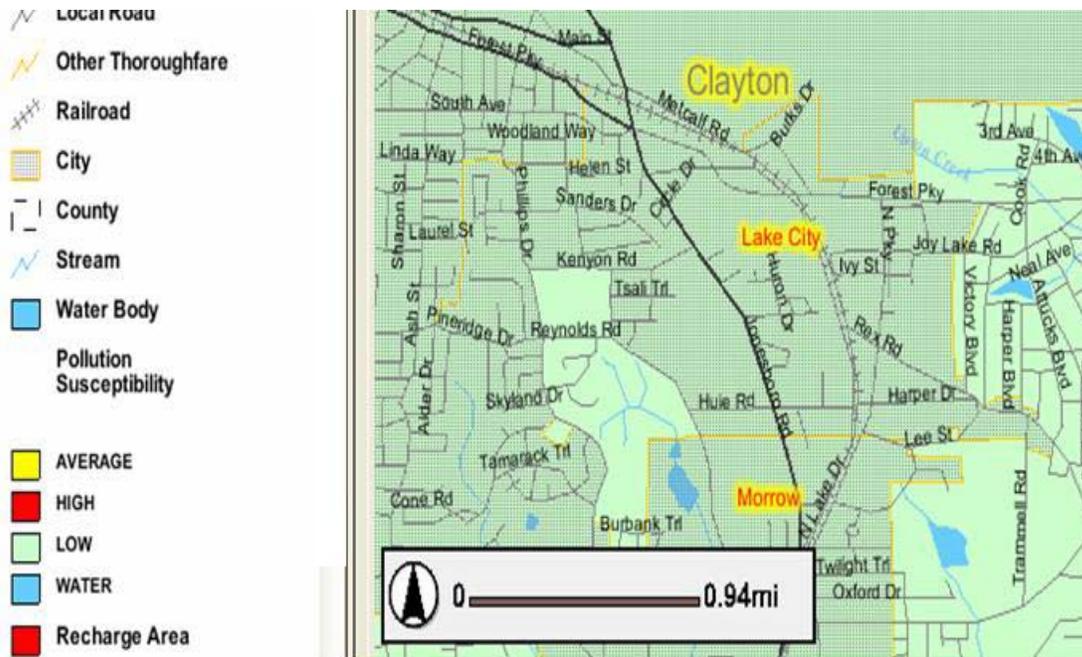
Lake City is located upstream of two water supply watersheds: Big Cotton Indian Creek and the Flint River. Each of these watersheds is classified as large water supply watersheds, that is, greater than 100 square miles in area. Perennial streams within Lake City that are tributaries to these large water supply watersheds lie outside of a seven-mile radius of each watershed. Therefore, no minimum criteria for watershed protection are specified by the state. The City of Lake City adopted a watershed protection ordinance on June 12, 1995 incorporating "Best Management Practices" to protect the city's watershed resources. The City reviews development plans to ensure that measures are incorporated within design plans to protect all streams from the impact of erosion and sedimentation.



City of Lake City Water Supply and Water Sheds

Recharge Areas

Groundwater recharge areas are those portions of the earth's surface that permit infiltration of water into the ground to replenish an aquifer. The accompanying map depicts groundwater recharge areas within the city of Lake City. No land identified as recharge areas lies within, or proximate to, Lake City. Groundwater wells are not a primary source of water supply for Lake City.



City of Lake City Ground Water and Pollution Map

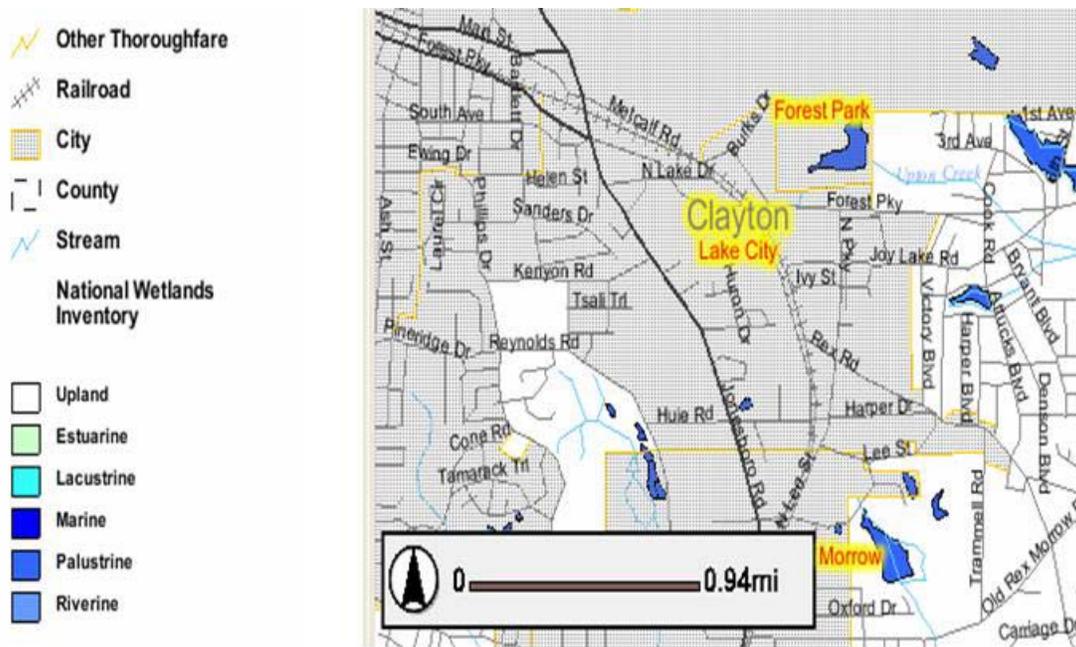
Wetlands

Wetlands constitute an important resource that is diminishing nationwide. Wetlands serve multiple purposes including, groundwater recharge, floodwater storage, plant and animal habitats, pollutant filtration and passive recreation. Swamps, marshes, bogs and other areas periodically or permanently covered or saturated by water may be classified as wetlands. Wetlands are mapped and delineated by agencies of the federal and state government, including the U.S. Geological Survey, U.S. Fish and Wildlife Service and the Georgia Department of Natural Resources.

As a means of protecting these environmentally sensitive areas, the U.S. Army Corps of Engineers requires that prior to the discharge of dredged or fill material to wetlands larger than one acre, a "Section 404" permit be attained. This action assures no long-term degradation or net loss of wetlands.

No small wetlands are found adjacent to the streams present in the southern corporate limits. Land adjacent to these streams has been developed for many years. The "City of Lake City Wetlands Map" indicates a lake in the northeast quadrant of the intersection of Huie/Harper Road at Jonesboro Road. This lake was filled when the Kroger parking lot was built and only a small marsh area remains.

City policy now discourages development that would impact wetlands. This policy, in concert with Section 404 permitting requirements, precludes future adverse impacts on wetlands.



City of Lake City Wetlands Map

Protected Mountains

No protected mountains, as defined and provided for in the DNR Rules for Environmental Planning Criteria, are found within the city of Lake City.

River Corridors

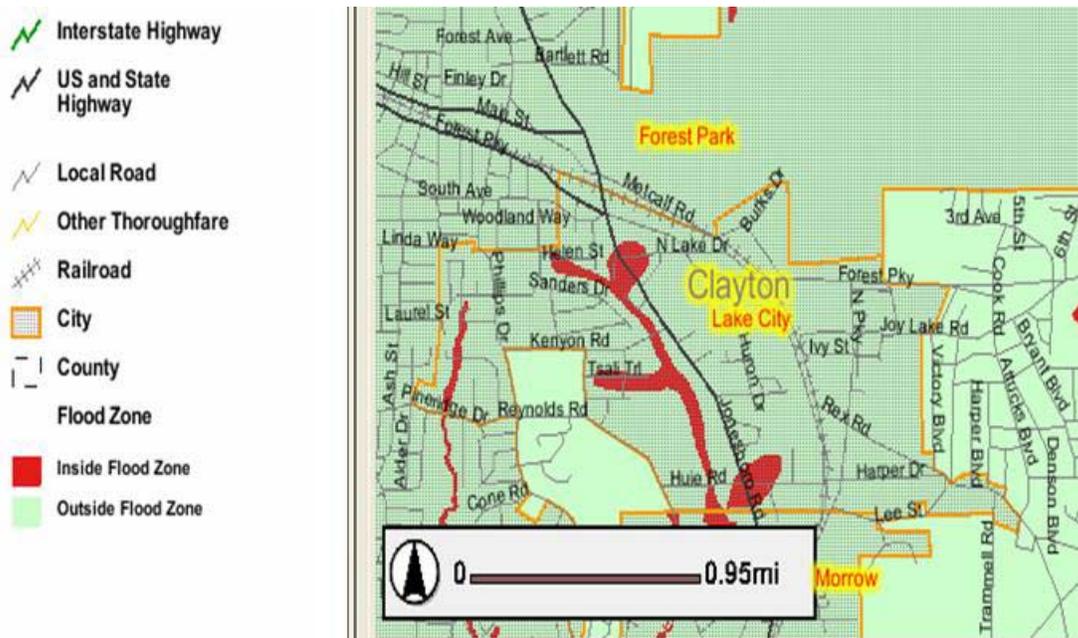
No protected river corridors, as defined and provided for in the Rules for Environmental Planning Criteria, are found within the city of Lake City.

Coastal Resources

No coastal resources located in the city of Lake City.

Floodplains

The 100-year flood boundary of creeks within Lake City has been delineated on the Flood Boundary and Floodway Maps prepared by the Flood Insurance Program Division of the Federal Emergency Management Agency (Figure 3). Ordinances adopted by the City establish standards and guidelines for development within floodplain areas. City policy and ordinances prohibit land disturbance within floodplains as a means of precluding impacts to the water flow storage and conveyance capacities of local streams.



City of Lake City Flood Zone Map

Soil Types

The U.S. Department of Agriculture Soil Conservation Service Soil Survey Report for Clayton County indicates that the Cecil-Applying-Pacolet, Pacolet-Ashlar-Gwinnett and Cartecay-Wehadkee soil associations are predominant in Lake City.

The Cecil-Applying-Pacolet soil association consists of upland soils along ridge tops and hillsides. These soils are found on land with slopes ranging from two percent to 10 percent and are well drained. The Pacolet-Ashlar-Gwinnett soil association is also upland soils located on moderate to steeply sloping lands. These soils are also well drained and products of igneous rock. The Cartecay-Wehadkee association is restricted to floodplain locations, and typically is found on land with slopes of two percent or less. These soils are poorly drained.

All hydrology reports and grading plans for development proposals on sites characterized by steep slopes, or located near a stream, must be accompanied by soil studies. This enables the City to evaluate the appropriateness of the planned construction.

Steep Slopes

Lake City is located within the Atlanta Plateau division of the Piedmont Physiographic Province. This area is characterized by flat to gently rolling terrain. The underlying geologic structure consists of igneous rock, including biotite gneiss, muscovite schist and granite. No significant rock outcrops or steep slopes are found within the city.

Local topography does not pose constraints that would preclude development within the city, and with maximum slopes under 10 percent, no special land management practices are warranted.

Agricultural and Forest Land

Agriculture is not a dominant activity within Lake City, as only scattered residential vegetable gardens and limited, small crop fields are present. Similarly, no prime farmland is found within the city.

Pine and hardwood forestlands occupy only a small portion of the undeveloped land within Lake City. The City encourages protection and planting of trees through buffer provisions of the Zoning Ordinance. Conformance with Georgia Department of Natural Resources regulations for wetlands protection also encourages retention of native vegetation.

Plant and Animal Habitat

The Georgia Department of Natural Resources maintains listings of threatened and endangered species and protected species and habitat by county. This documentation reveals no endangered or protected plant species in Clayton County.

Supportive habitat for the Red-Cockaded Woodpecker, an endangered species; the Indiana Bat, an endangered species; and the Southern Bald Eagle, a state protected species; is present in Clayton County.

Projects utilizing federal funds, or projects requiring federal or state permits, must provide property surveys to determine the presence of protected or endangered species habitat. Development projects on lands containing such habitat must include mitigation measures.

Parks and Recreation Areas

Reynolds Nature Preserve is a County-owned and operated, passive recreation facility located in Clayton County. A portion of this facility lies within the southern limits of Lake City.

Descriptions of local recreational resources are included in the Community Facilities and Services Element of this Comprehensive Plan.

Scenic Views and Sites

No formally designated scenic view sheds or vistas have been identified within Lake City, although areas along Jesters Creek represent potential scenic views. Jonesboro Road, S.R. 54, is the primary entryway to the city from both the north and south. As such, it is a view corridor for both through and destination traffic. The City has created a Gateway Village Plan, intended to enhance the architectural character and streetscape of the corridor. Innovative site development and land use standards promise a more pedestrian environment that diminishes the dominance of the automobile. This Plan, and a companion "Gateway Village District" zoning classification, should enhance views along the Highway 54 corridor. The new city hall, established at a development node on this corridor, features quality design and construction as well as attractive open space. In addition, construction of the National Archives facility in the extreme southern portion of Lake City will introduce architectural character to the corridor. These visible investments will foster implementation of the Gateway Village Plan.

Lake City has also launched a review of the City's Zoning Ordinance. Reduced parking standards and building setbacks, as well as sign regulations seeking fewer, smaller and shorter signs, should improve the appearance of Lake City. Enhanced buffer standards that will mitigate the impact of incompatible uses on Lake City's neighborhoods are also being considered.

Cultural Resources

Cultural resources encompass several areas such as residential, commercial, industrial, institutional and transportation resources. Lake City's cultural resources are described below:

Residential Resources. Most dwellings in Lake City are brick ranches built since WWII. New home construction has been very limited and is expected to focus on mid to high density units in Gateway Village.

Commercial Resources. The DCA defines commercial districts as crossroads, downtowns, marketplaces and individual buildings such as general stores or offices. Lake City's primary commercial districts are found along Highway 54, Jonesboro Road, and consist of three strip centers. Scattered service and retail establishments are also found along this corridor.

Industrial Resources. A number of manufacturing and warehouse operations are found in the northern portion of Lake City. Trucking firms dominate areas east of the city along S.R. 23 in unincorporated Clayton.

Institutional Resources. The only school that falls within Lake City's city limits is the Lake City Elementary School. No military complexes fall within the city limits. The nearest libraries to the city are the Morrow Branch on Maddox Road and the Forest Park Branch on Main Street. These libraries are operated by the Clayton County Library System. Places of worship in Lake City are found on S. R. 54 (Jonesboro Road), Phillips Drive, North Parkway, Huie Road, Northlake Drive, Oak Street, and Joy Lake Road. Fort Gillem is a significant U.S. Army base located north of Lake City in unincorporated Clayton.

The National Archives, operated by the National Archive and Records Administration, is under construction in Lake City, near CCSU. This facility spelled the density neighborhood on a commercial corridor and adjoining the planned commuter rail to a more suitable institutional use.

Transportation Resources. Lake City is served by a variety of streets, roadways and highways as described in the Transportation Element. The Norfolk Southern Railroad operates a national rail line through the city limits. No other transportation resources are found in Lake City, although commuter rail is planned within walking distance of the National Archives building and a developing retail node on Highway 54.

Rural Resources. Lake City contains no rural resources.

Historic Resources

No Lake City structures are listed on the National Register of Historic Places or the State Register. As Lake City was incorporated in 1951, the majority of residential, commercial and industrial structures have been built during the past five decades. The oldest residence in the city was built following World War II.

Lake City officials were interviewed to document the presence of sites, structures or districts of historic significance. These interviews revealed no areas of historic significance or sites worthy of protection; nor any significant architectural or cultural sites. Finally, no rural historic resources have been identified.

A standard methodology exists for determining the presence of historically significant structures. This methodology is outlined in several technical manuals, one of which is the National Park Service's National Register Bulletin 24. In the event that further research indicates that any building or district within Lake City may be eligible for nomination to the Federal or State Registers, the City will pursue preservation of such resources.conversion of a low

NATURAL AND HISTORIC RESOURCES ELEMENT ASSESSMENT

The City will continue to monitor development proposals to ensure protection of sensitive areas, particularly streams, wetlands and floodplains and guard against encroachment. The City's strategy for achieving natural resource protection is to maintain modern ordinances and regulations that conform to "best management practices." These will be applied to development review when projects are proposed for all properties in Lake City.

Lake City does not possess a wealth of natural or historic resources as the majority of land within the city has been developed and most structures and districts in the city are relatively "new."

The following assessment of natural and cultural resources is based on the inventory:

- Sensitive natural resources such as wetlands, floodplains and potential plant and animal habitats do exist within the community and must be protected.
- While the Cecil-Applying-Pacolet soil association is capable of supporting urban development, the Pacolet-Ashlar-Gwinnett and Cartecay-Wehadkee associations pose some development limitations. These limitations include moderate to steep slopes and flooding potential, respectively.
- Scenic vistas within the city are now limited to active and passive parkland. The National Archives building promises to provide attractive architecture and a pedestrian setting along Lake City's primary arterial. New zoning regulations for Jonesboro Road may introduce additional scenic views.
- No significant historical, archeological or cultural resources have been identified in Lake City.

Due to the size, location and developing nature of the city, the natural and cultural resources are somewhat limited. Their circumstances and bearing on use and development are assessed below:

Water Supply

The Lovejoy water supply lies outside the city in Clayton County. Drinking water is provided to the city through the Clayton County Water Authority and thus, no special provisions to protect or manage the water supply are necessary.

Water Supply Watersheds

Lake City lies in two watersheds, Flint River and Cotton Indian Creek. No major protection or management of watersheds is needed. Enforcement of the Lake City Watershed Management Ordinance adopted in 1995 ensures protection of the city's watershed resources.

Groundwater Recharge Areas

No groundwater recharge areas are found within the city limits. Accordingly, no protection or management measures need be employed in Lake City.

Wetlands

Wetland areas are not found in Lake City, therefore, protection and management measures are not necessary.

Protected Mountains

Since no protected mountains are located in Lake City, no specific management measures are necessary.

Protected Rivers

No protected rivers are located in Lake City and specific management measures are not needed.

Coastal Resources

Lake City has no coastal resources thus, and management measures applicable to such resources are unnecessary.

Flood Plains

Floodplains are found within the city and will be protected through enforcement of City policy and ordinances which prohibit land disturbance within floodplains.

Soils

Soils classified as Cartecay-Wehadkee soils prone to flooding occur in limited portions of Lake City and only then in association with floodplains. Restrictions on development and building within the floodplain are considered adequate to protect these sensitive soils.

Steep Slopes

No slopes having a grade characterized as sufficiently steep so as to warrant special management practices are found in Lake City.

Prime Agricultural and Forest Land

Lake City contains very limited agricultural and forested lands. These areas do not comprise a major economic asset and are not sufficiently valued for agricultural or forestry production such that special management practices are warranted.

Plant and Animal Habitats

No plant or animal habitats that support rare or endangered plants or animals are found in Lake City. Hence, special protection or management programs are not needed.

Major Park, Recreation and Conservation Areas

The combination of lake City, Morrow and Clayton County parks and recreation facilities, particularly planned county facilities, ensures provision of these essential services in compliance with National standards.

Scenic Views and Sites

As no formally designated scenic views, sites, significant visual landmarks or vistas are found in the City, no special management practices are required.

Cultural Resources

Residential Resources. No significant residential resources are found in Lake City.

Commercial Resources. No significant commercial resources are found in Lake City although two “strip” centers are found on Jonesboro Road. A developing commercial and office node is also found on Jonesboro Road near the planned commuter rail station.

Industrial Resources. No significant industrial resources such as mills, factories, industrial complexes or mines are found in Lake City. Significant warehouse and distribution operations are found in the northeastern portion of the city.

Institutional Resources. Only one school, Lake City Elementary, falls within Lake City’s city limits. The nearest libraries are the Morrow Branch on Maddox Road and the Forest Park Branch on Main Street. These libraries are operated by the Clayton County Library System. Places of worship in Lake City are found on S.R. 54 (Jonesboro Road), Phillips

Drive, North Parkway, Huie Road, Northlake Drive, Oak Street, and Joy Lake Road. Fort Gillem is a significant U.S. Army base located north of Lake City. The National Archives is under construction in Lake City.

Transportation Resources. Lake City is served by a variety of streets, roadways and highways. Significantly, commuter rail service is planned at the city's southern limits.

Rural Resources. No such resources are found in Lake City.

Other Historic, Archaeological and Cultural Resources

Lake City contains no historic resources that may be eligible for placement on the National Register of Historic Places.

NATURAL AND HISTORIC RESOURCES ELEMENT GOALS AND OBJECTIVES

Lake City contains significant natural resources, primarily located west of Highway 54 and along Jester's Creek. Many of the natural resources responsible for the city being named Lake City have been lost. Jester's Creek and undeveloped locations represent opportunities to re-create these settings and restore the natural environment. Given the proximity of the city to Hartsfield, and the planned runway expansion which will exacerbate airport noise, such natural areas, particularly tree canopy, are important to the livability of Lake City. The following goals and objectives are intended to address these resource concerns:

Goal I: Preserve remaining natural resources and reclaim resources whenever possible.

Strategy I-A: Map all environmentally sensitive areas and incorporate this information into the development plan review process as a means of ensuring protection of natural resources.

Objective I-A: Ensure protection of tree canopy, floodplain and wetlands.

Strategy I-B: Achieve resource protection by maintaining modern ordinances and regulations which conform to "best management practices" and applying such regulations to development of all properties in Lake City.

Objective I-B: Reserve greenspace on new development sites and in established neighborhoods.

Objective I-C: Incorporate tree protection measures and prohibitions on mass grading in land development ordinances.

Most structures in Lake City are relatively new as the city was founded in 1951. Any archeological sites discovered within the city, perhaps, along Jester's Creek, must be documented and protected as mandated by state and federal law.

Objective I-D: Preserve Lake City's archeological sites and resources.

Strategy I-D: Ensure that any activities, including public projects in the Jester's Creek area, consider archeological sites by closely monitoring such activities.

COMMUNITY FACILITIES AND SERVICES ELEMENT

Introduction

The Community Facilities and Services Element inventories and assesses public services, infrastructure, safety and health services and educational and cultural facilities provided by the city, or by other agencies. The assessment facilitates identification of future community needs. Used in conjunction with the Short Term Work Program, this information impacts capital budgets and programming. Such information is also considered in the context of population forecasts and the Future Land Use Map to ensure that land appropriate as to size and location is available for establishment of community facilities and delivery of public services.

Transportation Network

Lake City's transportation network is comprised of state highways and county roads. Highway improvements are the responsibility of the Georgia Department of Transportation, and county and local roads are built and maintained by the Clayton County Department of Transportation and Development.

Primary arterial roads serving Lake City are Jonesboro Road (S.R. 54), providing north-south access, and Forest Parkway (S.R. 331), an east-west arterial. Each of these state routes is well maintained and operates within design capacity. Minor arterial roads include North Lake Drive and North Parkway. Each of these roads is also well maintained and operates well within design capacity.

Rex Road, Harper Drive and Phillips Drive function as major collector streets, are well maintained and operate within design capacity; signalized intersections control traffic flow within Lake City. Traffic signals are located at the intersections of S.R. 54 and Harper Drive, S.R. 54 and Forest Parkway, Forest Parkway and North Lake Drive, Forest Parkway and North Parkway, Harper Drive and North Parkway, Harper Drive and North Lake Drive and Reynolds Road and Phillips Drive. All signals operate adequately, and only the Kenyon Road and Jonesboro Road areas experiences unacceptable traffic congestion.

All state, county and local streets are identified with proper signs. Several major intersections along S.R. 54 and S.R. 331 are identified by overhead signs providing superior visibility. Minor intersections are identified by traditional street signs, located on each corner of the intersection.

The Atlanta Regional Transportation Improvement Program FY 2003 - FY 2005 includes no projects in Lake City. One project of relevance to the city is the bikeway/pedestrian path established along Jester's Creek, from Jonesboro to Morrow Industrial Boulevard, south of Lake City. Clayton County has identified two projects that could improve traffic conditions near the city. Lee Street, which becomes North Parkway in Lake City, is proposed for widening from Southlake Parkway, north to Twilight Trail. The second project entails bridge construction over Interstate 75, south of Lake City, at its intersection with Lee Street.

Public Transit

The Georgia Regional Transportation Authority (GRTA) initiated bus service for Clayton County in October 2001, and is scheduled to operate through September 2006. Clayton County Transit Authority (C-TRAN) initially provided two routes, the 501 (Forest Park/Harold R. Banke Justice Center), and the 503 (Riverdale/Jonesboro/Creekside Plaza). Service has since expanded to three routes by adding Route 504 Riverdale Highway/Flint River Road. Route 501 southbound originates at Hartsfield Jackson Atlanta International Airport; major destinations include Forest Park City Hall, Clayton College & State University, Southlake Mall, Tara Stadium, Harold R. Banke Justice Center, and the Department of Family and Children Services. Route 501 also serves Lake City.

Route 503 southbound also originates at Hartsfield Jackson International; major destinations include Southern Regional Medical Center, Southlake Mall, and the Clayton County Courthouse and Annex Building. The third route 504 connects riders to the Riverdale Library, Forest Park Justice Center and the Clayton County Justice Center. The Metropolitan Atlanta Rapid Transit Authority (MARTA) provides bus service on S.R. 54, terminating at Forest Parkway. C-TRAN plans future express bus service to downtown Atlanta.

Rail Service

Mainline rail service is provided by Norfolk Southern Railway. The Norfolk rail line parallels North Lake Drive through the city. Commuter rail is planned on this alignment, with a station to be established adjoining Clayton College & State University at North Lee Drive, at Lake City's southern limits. Service is projected to begin in 2007.

Air Service

Commercial air transportation is provided by Hartsfield-Jackson International Airport located approximately six miles northwest of the city. General aviation services are available at Tara Field in Hampton, approximately 20 miles south of Lake City.

Sidewalks

Until recently, sidewalks in Lake City were limited to the northern right-of-way of Reynolds Road, extending from the western city limits to White Drive, and along the northern right-of-way of Kenyon Road, from Phillips Drive to Sanders Road. These sidewalks provide access to Forest Park High School and G.P. Babb Junior High School. Sidewalks have been built on Jonesboro Road, near the intersection with Harper Drive, as a result of design standards adopted in the Gateway Village Plan.

Water And Sanitary Sewer Service

Water supply and sanitary sewer treatment facilities are provided by the Clayton County Water Authority (CCWA). Public water supply is available throughout Lake City, and sanitary sewers serve most of the city. Areas lacking sewer service are found in the eastern portion of the city and include Lakeland Circle, Joy Lake Road, Ivy Street and portions of Rex Road and North Lake Drive. According to CCWA, both water supply and distribution, as well as sewerage collection and treatment systems, are adequate in those areas in which service is provided. The long-range plans of CCWA are to provide sanitary sewer service to residential development on Joy Lake Road. The Clayton County Water Authority is expressly authorized and empowered to contract for a period not to exceed 50 years with any public agency, public corporation, city, town, county or authority for water, sewer or other services. The construction, operation and maintenance of all sanitary sewer lines under the County's jurisdiction are the responsibility of the Clayton County Water Authority. All existing and future sanitary sewer lines laid in the County and all areas served by the sanitary sewer lines are within the jurisdiction of CCWA, including locations within the City of Lake City limits unless prior agreements or ordinances have been adopted. The Clayton County Water Authority Manager supervises all resources of CCWA in building, operating and maintaining the sanitary sewer system.

Water Supply and Treatment

Clayton County Water Authority manages the three plants that provide drinking water to the city of Lake City. These plants are the J.W. Smith Water Treatment Plant, Freeman Road Water Treatment Plant and William J. Hooper Water Treatment Plant. All three plants ultimately supply water to the entire city and the county. The combined plant capacity is 42 million gallons per day (mgd). Total county demand is 27 mgd. Some 74,319 linear feet of water mains have been

installed to serve private properties within the city limits. The useful life of the treatment plants and distribution mains is 100 years. All citizens receive public water from the Clayton County Water Authority.

Sewerage System and Wastewater Treatment

The Northeast Water Reclamation Plant located in unincorporated Clayton County. This facility is operated by Clayton County Water Authority. The service area for the plant is approximately 3,700 acres and the design capacity is 6 mgd. Current Demand on the facility is 5.2 mgd. The County recently approved an overflow contract with the W.B. Casey Water Reclamation Plant. The sanitary sewer collection system serving the city of Lake City is comprised of approximately 80,000 linear feet of sewer main. The useful life of the collection mains and treatment plants is 100 years. Some dwellings remain on private septic systems and are not attached to the public sewage system provided by the Clayton County Water Authority.

Solid Waste Management

Lake City developed a state-approved Solid Waste Management Plan in conjunction with Clayton County in 2004. Goals of the plan include a 25 percent reduction in solid waste stream, consistent with solid waste management goals established by the State. This goal has been achieved through countywide implementation of a variety of commercial and residential recycling programs, coupled with educational programs.

Waste Management Services, Inc. provides solid waste collection services to residential customers. Collections and recycling services are provided on a weekly basis. Multifamily developments and commercial and industrial establishments contract individually with area solid waste disposal companies.

Lake City does not operate a sanitary landfill. Solid waste is transported to the Live Oak Landfill and Recycling Center in DeKalb County. These arrangements for collection and disposal of solid waste are projected to be adequate throughout the period of this Plan. Waste Management (contracted household waste pick-up) utilizes the Live Oak Landfill in Dekalb County. Lake City Public Works also picks up such items as furniture and white goods and these are taken to the Clayton County Landfill in Lovejoy. The Live Oak Landfill & Recycling Center has a design capacity of 19.0 million yards.

The City of Lake City cooperates with Clayton County in preparation of a comprehensive solid waste management plan. The 1998 Clayton County Comprehensive Solid Waste Management

Plan is enclosed as an appendix.

General Government

Lake City government is housed in an attractive 12,750-square foot city hall, opened in November 2001. Lake City City Hall is located on Jonesboro Road at Kenyon Road and adjoins Jester's Creek. City Hall was intentionally built at this location in the Gateway Village as an incentive to private development along the Highway 54 corridor. The new city hall centralizes the functions of the Police Department, Public Works Department, Courtroom and Council Chambers and administrative offices, enhancing the efficiency of city government.

Lake City operates under a Mayor/Council form of government and employs a full-time City Administrator responsible for managing daily operations of the city.

The new city hall contains ample space to accommodate the essential public services demanded by Lake City residents, property owners and business operators. The former city hall is proposed for leasing to private tenants in the near term, although the structure and associated property will be reserved for future use by the City.

Public Safety

Police Services

The City of Lake City maintains a full-time Police Department housed in City Hall on Jonesboro Road. The Department employs 17 full-time sworn officers and two clerks, and operates 12 fully-equipped patrol cars. In addition to police patrols, the Department maintains a full-time Criminal Investigation Unit and offers crime prevention services. No reserve force of police volunteers is needed, as the current staff is adequate to address the public safety needs of the Lake City community.

In addition to the Police Department, the city has entered into mutual-aid agreements with Clayton County and the City of Morrow. Emergency 911 service and communication services are provided to Lake City by the Morrow Police Department.

The newly-built public safety facilities in City Hall are adequate to meet the service needs of the projected population and development forecasted through the planning period. The City routinely evaluates the level of police services and adds officers and upgrades equipment

appropriate to the needs of the community.

Fire Protection Services

Fire protection services are provided to Lake City through a contract with the City of Morrow. The Morrow Fire Department operates three pumper trucks and two ladder trucks. One of the ladder trucks is designed for use in high-rise fires. The Department maintains a force of 29, full-time fire fighters.

Morrow also provides fire prevention and inspection services to Lake City, and offers a public safety education program through the Clayton County School System. Lake City's current ISO rating is 4, providing a high level of protection consistent with surrounding jurisdictions. Lake City has also entered into an automatic response agreement with the city of Morrow and Clayton County. Units from both Morrow and Clayton County will respond to structure fires in Lake City.

The present level of fire service is adequate to address current and anticipated growth throughout the planning period.

EMS

Emergency Medical Services (EMS) are provided through an intergovernmental agreement with the City of Morrow. Morrow maintains two ambulances and 24 emergency medical technicians, nine of which have advanced life support certification. Additional emergency medical services are available through Clayton County and private ambulance services operating throughout Clayton County.

Recreation

Reynolds Nature Center is a County-owned, passive park described in the Natural and Historic Resources Element of this Plan. A portion of this facility lies within the corporate limits of Lake City. Morrow/Lake City Recreation Center is a Clayton County facility containing baseball fields, a football field, concessions and restroom facilities that meets some of the active recreational needs of the Lake City community.

The City of Lake City has completed construction of a Lake City Community Park located on Phillips Drive, across from Forest Park High School. Recreational facilities within Community Park include walking trails, jogging trails, a children's playground, picnic pavilion and support facilities.

Residents of the community also have access to active recreational facilities and programs at Clayton College & State University. Formal recreation programs are also offered through the Clayton County Parks and Recreation Department, area churches and by local athletic associations.

While the City of Lake City has not undertaken a formal recreational needs assessment, the combination of active and passive use facilities is considered adequate under recommended standards established by the National Recreation Professionals Association (NRPA). National standards for recreation facilities recommended by the National Recreation Professionals Association include 6-10 acres of parkland per 1,000 population. Lake City Community Park is a 6.5-acre facility and contains a walking trail, a pavilion and playground. Fevette/Little Park is also a Lake City facility. This 3-acre park also contains a walking trail. East Jesters Lake Park is currently undeveloped; however, plans for this 13-acre park include man-made lakes (possibly stocked), walking trails and other features. The "Morrow/Lake City Ballfields" are established in this approximately 15-acre recreation facility. Three baseball fields, one combination baseball field/football field, community pavilion and a playground are available to residents of both jurisdictions. The Morrow/Lake City Ballfields facility is maintained and controlled by Clayton County Parks and Recreation Department. All of these parks and recreation resources serve Lake City. With a 2000 population of 2,862, Lake City facilities exceed the national standards.

According to the draft 2004 Clayton County Draft Comprehensive Plan, the Recreational Master Plan calls for a "new county gymnasium, four outdoor tracks of 10 acres each, completion of the Lovejoy Regional Outdoor Pool located at Lovejoy Regional Park, upgrading of lighting on ball fields, building new restrooms concession buildings, the addition of new playground equipment and building walking/jogging tracks and picnic pavilions at the following parks: Flat Shoals Park, Rex Park, Riverdale Park, Morrow-Lake City Park, South Clayton, Jonesboro Recreation Center." These plans will ensure that Lake City's projected population will continue to enjoy access to a superior level of park and recreation amenities.

Hospitals and Public Health

Lake City does not have a hospital within the city limits. Residents and employees have access to Southern Regional Hospital, a full-service medical facility located on Upper Riverdale Road in Riverdale. Numerous physicians' offices are found within and near Lake City.

The Clayton County Health Department is located in Forest Park; County Mental Health/Substance Abuse/Developmental Services Center facilities are located in Jonesboro and Morrow.

Emergency medical services are provided through a contract with the Morrow Fire Department; these arrangements are expected to continue throughout the next twenty years. Clayton County has built a senior citizens center just south of the city that is available to Lake City's elderly population. Senior centers often are the location of health maintenance programs.

Medical services are provided by the private market which has responded well to growing demand. As the city's population expands through the planning period, hospital, health and emergency medical services are expected to keep pace with population growth.

Education

Lake City children attend Clayton County public schools. Lake City Elementary School is located on Phillips Drive. G.P. Babb Junior High School and Forest Park High School are located adjacent to the city limits.

Clayton College & State University is located in Morrow and offers Associates and Baccalaureate degree programs as well as a Center for Continuing Education and Community Outreach. Continuing education programs for adult and post-secondary education are also offered through the Clayton County Board of Education.

Private pre-schools and day care facilities are found at locations on Jonesboro Road, Harper Drive and in neighboring cities.

The Clayton County Board of Education assesses countywide public education needs annually, and funds improvements to existing schools or constructs new facilities as population growth warrants. The County public school system is adequate to accommodate the current and projected population of Lake City.

Libraries and Cultural Facilities

Clayton County Library System operates a county-wide library program. The main branch is located on Battlecreek Road, south of the Lake City city limits. The Morrow Branch library and the Forest Park branch Library both may serve Lake City. The Morrow Branch houses 61,000 volumes in a 10,000-square foot library. The Forest Park branch is somewhat smaller with

51,000 volumes housed in 8,100 square feet of space. Both libraries are located within a 3-4 mile radius of Lake City. Clayton County has no plans for a library in Lake City.

State of Georgia “library construction grant standards” establish a service standard of three volumes per capita. The combined population of Morrow, Forest Park and Lake City in 2000 was 29,048. This yields a per capita ratio of four books per resident.

Clayton College & State University offers several cultural facilities and programs on a year-round basis. These include theater and musical performances at Spivey Hall, a symphony hall, which attracts world-renowned artists.

Based upon current and forecasted population, existing libraries and cultural facilities accessible to city residents are deemed to be adequate throughout the planning period.

Stormwater Management Facilities

Lake City’s storm water management system is comprised primarily of underground pipes, catch basins, and curb and gutter along local streets, with a few open drainage ditches along minor roadways. The system within the right-of-way is owned by Lake City and is designed for collecting and conveying storm water runoff, primarily to local stream and creeks. The system is not a combined sewer or part of a Publicly Owned Treatment Works.

The City’s stormwater regulations are dated; however, this is a task identified on the Short Term Work Program and the City is in the process of updating the ordinance to comply with the recent State ordinances concerning control of stormwater.

COMMUNITY FACILITIES AND SERVICES ELEMENT ASSESSMENT

Lake City provides all community facilities and services to residents and business owners directly, or through intergovernmental agreements. A number of public services and infrastructure improvements are provided by state government agencies, Clayton County, or nearby cities. This arrangement yields a higher level of services in a more cost-effective manner than could reasonably be provided by a small community such as Lake City.

The City of Lake City's strategy to provide high quality community facilities and services focuses on maintaining current intergovernmental agreements for services provision and expanding services provision where necessary by developing closer relationships with service providers.

The following assessment of community facilities and services is based on the inventory:

- The adequacy of the city's transportation system will be maintained by developing a closer working relationship with both the Georgia Department of Transportation and the Clayton County Department of Transportation and Development.
- The City's public safety system provides excellent police protection to Lake City residents and property owners.
- Existing recreational facilities provide residents with a wide range of both active and passive recreational opportunities.
- The new City Hall is suitable for the demand generated by development projected for the 20-year planning period.

COMMUNITY FACILITIES AND SERVICES ELEMENT GOALS AND OBJECTIVES

Lake City's goal for community facilities and services is to *" . . .continue to provide an adequate level of public services and infrastructure to meet the needs of residents, property owners and visitors to the city."*

The City has adopted the following objectives designed to achieve this goal:

- Ensure the continuing adequacy of the transportation system.
- Provide pedestrian links between neighborhoods and retail, recreational, cultural, transit and employment destinations.
- Enhance the mobility of transit dependent residents and access to regional employment centers.
- Ensure that all development is served by the public sewerage collection system.
- Continue to provide recreational opportunities for residents and visitors to the city.

Strategies for promoting these objectives include:

- Coordinate with the Clayton County representative to the Atlanta Regional Commission to ensure City of Lake City input in annual updates to the Regional Transportation Improvements Program.
- Cooperate with the Clayton County Department of Transportation and Development in identifying county road improvements as part of the Transportation Improvements Program.
- Develop a plan for a sidewalk system that will link neighborhoods to community destinations and C-Tran bus routes.
- Pursue extension of the Jester's Creek pedestrian path/bikeway north through the city.

- Support ridership on the Clayton County Bus System and establishment of the planned, commuter rail station in adjacent Morrow.
- Coordinate with Clayton County Water Authority to provide sewerage collection lines to those parts of the city not currently served.

HOUSING ELEMENT

Introduction

This Element presents information about Lake City's housing supply, including number of dwelling units and unit type, age, housing value and average rents, condition, vacancy rates and ownership ratios. An assessment of this information is also presented, forming strategies for fulfilling housing demand over the next twenty years.

Types of Housing Units

Lake City's housing supply expanded from 649 units in 1970 to 1,026 in 1980, a gain of 58 percent. This expansion slowed to less than eight percent over the next decade as by 1990, Lake City contained 1,107 housing units. The 2000 Census indicated an actual loss of units and only 1,022 housing units were counted. Presumably, this 7.7 percent decrease was caused by demolition or conversion of these 85 units.

According to the Atlanta Regional Commission, the regional housing supply expanded by 45.9 percent from 1980 to 1990; the regional housing supply expanded some 30.5 percent during the the past decade. Clayton County recorded a 35.7 percent increase in units from 1980 to 1990 and 22.5 percent from 1990 to 2000.

Single family detached dwellings comprise the largest share of Lake City's housing inventory. In 1980, 73 percent of the units were single family detached dwellings. By 1990, this ratio dropped to 68.5 percent. Manufactured homes comprised 6.6 percent of the 1980 housing stock. This ratio remained relatively constant through 1990 at just over six percent.

Household Data

Information about individual households is critical to planning as the household is considered a single "unit" creating demand for employment, consumer and public services and for individual dwelling units on residential building lots. The number of households is shaped by the size of the household, that is, how many people occupy one dwelling unit.

Generally, the number of households, that is, individual dwelling units, tracks population. However, as the size characteristics of households changes, the relationship between population and number of housing units may also change. Household size in Clayton County varies over the period 1980 to 2025 as seen in Table H1. Smaller households in Clayton are the trend between 1980 and 1990, but this reverses just a decade later when size increases slightly. The size of individual households is expected to remain relatively steady through 2025, at approximately 2.8 persons per household.

Statewide trends are similar to those in Clayton, with household size trending downward from 1980 to 1990. However, notable differences are that 2000 saw no significant change from 1990, and the size of households in a future Georgia is projected to be somewhat smaller than those in Clayton. Household size in Lake City is expected to trend higher than that of the County as a result of an influx of families with children and the aging of Lake City's population.

Table H1. Average Household Size: Clayton County

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Persons per Household	2.96	2.71	2.74	2.78	2.84	2.8	2.77	2.76	2.77	2.8

Source: U.S. Census, 1980, 1990 and 2000; projections by Woods and Poole.

Table H2. Household Size 2000: Lake City, Clayton and Georgia

	Georgia	Clayton	Lake City
Average Household Size	2.65	2.84	2.66

Source: U.S. Bureau of Census 2000.

Table H3. Total Households: Lake City

Location	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Lake City	982	1,042	1,061	1,074	950	1,099	1,225	1,355	1,483	1,629

Source: U.S. Bureau of Census 1980, 1990 and 2000; Woods and Poole, adjusted by Strategic Planning Initiatives LLC.

Table H4: Projected Population, Household Size and Dwelling Units: Lake City

Year	1980	1985	1990	1995	2000	2001	2002	2003	2004
Population	2,963	2,865	2,733	2,750	2,886	2,942	2,997	3,053	3,108
HH Size	2.9	2.8	2.6	2.6	2.8	2.82	2.84	2.86	2.88
Dwelling Units	982	1,042	1,061	1,074	950	1,043	1,055	1,067	1079
Year	2005	2006	2007	2008	2009	2010	2015	2020	2025
Population	3,164	N/A	N/A	N/A	N/A	3,553	3,942	4,331	4,758
HH Size	2.88	N/A	N/A	N/A	N/A	2.90	2.91	2.92	2.92
Dwelling Units	1,099	N/A	N/A	N/A	N/A	1,225	1,355	1,483	1,629

Source: U.S. Census, 1980, 1990 and 2000; projections by Strategic Planning Initiatives LLC.

Households, Population and Dwelling Units

Findings of the Population Element, including projected total population and household size, must bear a reasonable relationship to the number of dwelling units projected in the Housing Element. Each “household” must have a corresponding dwelling unit to be residents of Lake City. Table H4 displays Lake City’s population through 2025 as well as household size and the number of dwelling units. The number of dwelling units projected in 2025, for example, can be multiplied by the average household size projected for 2025 to yield the projected occupants, that is, residents. This total is 12,121 residents to occupy the number of dwelling units which were projected based on densities associated with the historic mix of housing types in Lake City and zoning and market opportunities in Lake City.

This outcome based on density projections by unit type and acreage designated for development at such densities compares very favorably to the population projected for 2025.

Table H5. Household Size and Number of Households
Lake City and Clayton County 1980-2000

LAKE CITY			CLAYTON COUNTY	
YEAR	HOUSEHOLD SIZE	NUMBER OF HOUSEHOLDS	HOUSEHOLD SIZE	NUMBER OF HOUSEHOLDS
1980	2.9	982	3.0	50,690
1985	2.8	1,042	2.8	57,624
1990	2.6	1,061	2.8	65,770
1995	2.6	1,074	2.7	76,330
2000	2.8	950	2.8	82,243

Source: U.S. Census 1980, 1990 and 2000; mid-decade figures by Robert G. Betz, AICP.

Projections concerning the number of households and household size for Lake City from 2000 to 2025 are indicated in Table H6. Household size projections are based on a weighted average of household size for Black and White households, the latter of which comprised over 80 percent of all households in 1990.

Table H6. Household Forecasts Lake City 2000-2025

YEAR	POPULATION	NUMBER OF HOUSEHOLDS	HOUSEHOLD SIZE
2000	2,886	950	2.78
2005	3,164	1,099	2.88
2010	3,553	1,225	2.90
2015	3,942	1,355	2.91
2020	4,331	1,483	2.92
2025	4,758	1,629	2.92

Source: Household forecasts by Strategic Planning Initiatives, LLC.

Age of Housing

The majority of housing in Lake City was built after 1940 and is typical of small towns, including brick and wood-frame houses, bungalows and two-story dwellings. Single family detached dwellings are found primarily in small subdivisions in the northwest portion of the city, and east of Jonesboro Road (S.R. 54). Most of these structures are ranch style and split-level, single family detached units. In 1980, the number of units built prior to 1939 was 23, or 2.2 percent of the total. By 1990, this percentage dropped to about one percent and the ratio of older units in Lake City was below that of the state which counted 8.1 percent of all dwellings as built before 1939.

The percentage of Lake City housing units lacking complete plumbing was two percent in 1980; no such units were found by 1990. This statistic compared favorably with the state ratio of 1.1 percent in 1990.

Table H7 illustrates such housing data as unit type for Lake City, and compares data concerning age and presence of indoor plumbing for Lake City and Georgia. These comparisons do not include 2000 data as this information will not be available until the Summer of 2002.

Table H7. Housing Type, Age And Plumbing Status Lake City And Georgia 1980-2000

	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
Single-Family	750	73.1	758	68.5	677	69.2
Multi-Family	276	26.9	280	25.3	253	25.9
Mobile Home	N/A	N/A	69	6.2	48	4.9
Total Units	1,026	100	1,107	100	978	100%
Built prior to 1939						
Lake City	23	2.2	11	1.0	0	0.0%
Georgia	296,662	14.7%	212,938	8.1%	192,972	5.8%
Lacking Plumbing						
Lake City	21	2.0%	0	0.0%	21	2.1%
Georgia	35,769	1.8%	28,462	1.1%	29,540	.9%

Source: U.S. Bureau of the Census 1980, 1990, 2000.

Housing Condition

Most housing units in Lake City are in good condition. Homes and properties are generally well-maintained, and the “small town” character of the city is reflected in the housing. Limited instances of code violations are found, however, these are scattered among well-maintained housing, as opposed to being concentrated in deteriorating areas. A number of the deteriorating units and vacant residential lots are located in transitional areas. Market forces tend to eliminate these conditions. A number of units in the eastern portion of the city are in poor condition, along with public infrastructure. These units adjoin a well-maintained neighborhood in the county and auto storage facilities in Lake City. Rehabilitation of these dwellings would require a concerted effort.

Table H8. Median Gross Rent as Percentage of Household income

	Georgia	Clayton	Lake City
Median gross rent as percentage of household income	24.9	24.9	25.7

Housing Tenure

Owner-occupied units comprised the majority of units in Lake City from 1980 to 2000. However, the ratio of owner-occupied units declined somewhat over this period, comprising

66.7 percent of occupied units in 1980, and 61.1 percent in 1990. By 2000, owner-occupied units accounted for 62.9 percent of all occupied units. Home ownership rates across Georgia held nearly constant between 1980 and 2000 at approximately 66 percent.

Conversly, renter-occupied units increased slightly in Lake City from 1980 to 2000. As illustrated in Table H9, renter-occupied units formed 33.3 percent of all occupied units in 1980, rising to 38.9 percent in 1990, and declining slightly to 37.1 percent in 2000.

Vacancy Rates

The vacancy rate owner-occupied units in Lake City in 1990 was 1.5 percent. This was somewhat below the state rate of 2.5 percent. In 2000, this vacancy rate fell to 1.0 percent and Georgia's rate dropped to 1.9 percent.

At 5.7 percent, the 1990 vacancy rate for renter-occupied units was significantly below the state which recorded 12.2 percent. This desirable vacancy rate was not achieved in 2000 when Lake City's rental vacancy rate rose to 10.9 percent, higher than the rate for Georgia of 8.2 percent.

TABLE H9. Housing Occupancy Characteristics Lake City And Georgia 1980-2000

Occupancy Type	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
Owner Occupied Units	655	66.7	648	61.1	598	62.9
Renter Occupied Units	327	33.3	413	38.9	352	37.1
Total Occupied Units	982	100.0	1,061	100.0	950	100.0
Owner Vacancy Rate						
Lake City	N/A	N/A	N/A	1.5	N/A	1.0
Georgia	N/A	N/A	N/A	2.5	N/A	1.9
Renter Vacancy Rate						
Lake City	N/A	N/A	N/A	5.7	N/A	10.9
Georgia	N/A	N/A	N/A	12.2	N/A	8.2
Owner to Renter Ratio						
Lake City	2.00		1.57		1.70	
Georgia	1.86		1.85		2.08	

Source: U.S. Bureau of the Census 1980, 1990, 2000.

Owner Renter Occupied Units

As indicated in Table H9, Lake City ownership ratios slipped somewhat from twice the rental ratios in 1980 to 1.57 in 1990, or only one and one half times the renter ratio. The 2000 Census indicated gains in owner occupancy, rising to 1.70, but still below the 1980 ratio. Rates in Georgia rose in 2000 to 2.08 from a stable level for 1980 and 1990 of approximately 1.85. National home ownership rates have hovered around an all-time high of 70 percent, which translates into a ratio of ownership to rental units of 2.33. Both Georgia and Lake City are somewhat below this level, and although Lake City's home ownership rate has recovered somewhat since 1990, the 2000 rate lags considerably behind national ratios.

According to the U.S. Census, 2001 national home ownership rates reached a high of 67.8 up from 67.3 percent in 2000, and up from 63.9 percent in 1990. The South ranked second among the regions, achieving a rate 65.7 percent in 1990 and 69.8 percent in 2001. The Midwest reflected the highest homeownership rates with 67.5 percent in 1990 and 73.1 percent in 2001. In 2000, the South recorded a home ownership rate of 69.6, and the Midwest 72.6 percent. Georgia was one of thirty states with a home ownership rate exceeding 70.0 percent. The average national homeownership rate in 2000 was 67.4 percent.

Cost of Housing

Table H10 compares housing values and unit rents for Lake City and Georgia. The median value of Lake City housing in 1980 was \$38,700, rising to \$66,800 by 1990. This increase of 72.6 percent lagged substantially behind the 208.7 percent gain in home values across Georgia which rose from \$23,100 in 1980 to \$71,300 in 1990. The absence of strong appreciation in Lake City housing values relative to Georgia was marked by a decade of population decline in Lake City. Clayton County recorded a median housing value of \$40,000 in 1980 and \$70,100 in 1990, figures with which Lake City values compare very favorably. Housing value data is not currently available for 2000.

Median rents in Lake City have risen at a higher rate than housing values. New multifamily construction may have accounted for the continuing strength in this market sector, and demand for rental units may also be stronger in Lake City compared to Georgia. Median rents for Lake City in 1990 were \$467 compared to \$344 for the state, although the rate of increase in Lake City was exceeded by the rate for Georgia. At \$441, median monthly rental rates for Clayton County in 1990 were comparable to those in Lake City.

Table H10. Housing Value And Rent Lake City, Clayton County And Georgia 1980-2000

	1980		1990		2000	
	COST	CHANGE	COST	CHANGE	COST	CHANGE
Median Value						
Lake City	\$38,700	107.0	\$66,800	72.6	N/A	N/A
Clayton County	\$40,000	N/A	\$70,100	75.3	N/A	N/A
Georgia	\$23,100	58.2	\$71,300	226.3	N/A	N/A
Median Rent						
Lake City	\$254	122.8	\$467	83.9	N/A	N/A
Clayton County	\$218	N/A	\$441	102.3	N/A	N/A
Georgia	\$153	135.4	\$344	124.8	N/A	N/A

Source: U.S. Bureau of the Census 1980,1990.

Table H11. Median Propety Value And Rent Georgia, Rdc, Claytonand Lake City, 1990-2000

Category	1990	2000	1990	2000	1990	2000	1990	2000
	Georgia		RDC		Clayton		Lake City	
Median Property Value	71,278	100,600	\$93,128	\$144,504	69,600	90,900	67,600	86,700
Median Rent	\$365	\$505	\$422	\$661	\$532	\$599	\$574	\$615

Housing Construction Activity

“Gateway Village” is a master planned development located in Morrow and unincorporated Clayton County. This mixed-use development is in its initial stages, and should impact housing construction in Lake City, particularly the introduction of medium to high density units. Lake City’s Gateway Village District is a mixed-use zoning classification that facilitates such development at nodes on Jonesboro Road. Gateway Village is expected to have a positive impact on housing development, including the emergence of townhomes and live/work spaces. Commuter rail planned on adjacent property in Morrow is expected to stimulate strong housing demand in Lake City.

In addition to this largely multifamily and single family attached product projected for Gateway Village, the Population Element projects gains in housing units through annexation. Infill development on scattered sites is projected to be limited based on a low availability of undeveloped land, and will largely be offset by demolition and commercial conversion.

Table H12. Median Household Income, 2000

	Georgia	Clayton	Lake City
Median household income	\$42,433	\$42,697	\$38,929

Table H13. Average Household Size, 2000

	Georgia	Clayton	Lake City
Average household size	2.65	2.84	2.76

Table H14. Average Household Size

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Georgia	2.83	2.73	2.66	2.65	2.65	2.61	2.59	2.59	2.6	2.63
Clayton	2.96	2.71	2.74	2.78	2.84	2.8	2.77	2.76	2.77	2.8

Table H15. Age Distribution 1980-2000

Category	1980	1990	2000	1980	1990	2000
	Lovejoy			Clayton		
TOTAL Population	2,981	2,827	2,886	150,362	182,052	236,517
0 – 4 Years Old	258	214	173	14,857	15,016	19,827
5 – 13 Years Old	430	358	309	22,536	24,893	36,710
14 – 17 Years Old	250	130	148	11,883	11,259	14,102
18 – 20 Years Old	170	148	109	8,177	8,228	10,207
21 – 24 Years Old	236	132	117	11,854	12,330	14,117
25 – 34 Years Old	499	477	473	30,030	38,012	43,413
35 – 44 Years Old	405	328	470	20,845	29,662	41,326
45 – 54 Years Old	314	400	236	14,405	20,049	27,942
55 – 64 Years Old	231	355	323	9,247	12,056	15,033
65 Years and Over	186	285	504	6,528	10,547	13,840

Table H16. Place of Work County Level

	Georgia	Clayton	Lake City
Total:	3,832,803	112,580	1,224
Worked in state of residence:	3,737,030	111,651	1,221
Worked in county of residence	2,240,758	42,924	571
Worked outside county of residence	1,496,272	68,727	650
Worked outside state of residence	95,773	929	3

Table H17. Place of Work Place Level

	Georgia	Clayton	Lake City
Total:	3,832,803	112,580	1,224
Living in a place:	1,708,089	29,006	1,224
Worked in place of residence	717,187	3,303	108
Worked outside place of residence	990,902	25,703	1,116
Not living in a place	2,124,714	83,574	0

Table H18. Mean of Transportation To Work

	Georgia	Clayton	Lake City
Total:	3,832,803	112,580	1,224
Car, truck, or van:	3,525,972	106,472	1,145
Drove alone	2,968,910	85,944	907
Carpooled	557,062	20,528	238
Public transportation:	90,030	1,683	6
Bus or trolley bus	59,355	799	6
Streetcar or trolley car (publico in Puerto Rico)	843	0	0
Subway or elevated	20,116	587	0
Railroad	1,762	77	0
Ferryboat	382	19	0
Taxicab	7,572	201	0
Motorcycle	3,055	148	0
Bicycle	5,588	118	0
Walked	65,776	1,586	39
Other means	33,396	858	22
Worked at home	108,986	1,715	12

Table H19. Means of Transportation To Work Percentage

	Georgia	Clayton	Lake City
Total:	100%	100%	100%
Car, truck, or van:	92%	95%	94%
Drove alone	77%	76%	74%
Carpooled	15%	18%	19%
Public transportation:	2%	1%	0%
Bus or trolley bus	2%	1%	0%
Streetcar or trolley car (publico in Puerto Rico)	0%	0%	0%
Subway or elevated	1%	1%	0%
Railroad	0%	0%	0%
Ferryboat	0%	0%	0%
Taxicab	0%	0%	0%
Motorcycle	0%	0%	0%
Bicycle	0%	0%	0%
Walked	2%	1%	3%
Other means	1%	1%	2%
Worked at home	3%	2%	1%

Table H20. Social Security Income By Household

	Georgia	Clayton	Lake City
Total:	3,007,678	82,272	940
With Social Security income	658,862	12,625	246
No Social Security income	2,348,816	69,647	694

Table H21. Social Security Income By Household

	Georgia	Clayton	Lake City
Total:	3,007,678	82,272	940
With public assistance income	87,403	2,409	52
No public assistance income	2,920,275	79,863	888

Table H22. Medicaid Recipients and Expenditures By County - Fy 2002

County	Number of Unique Recipients	Net Payments	Payment per Recipient	Estimated 20002 population	% Population Receiving Medicaid	% State Recipient Population Living in County
Clayton	50,319	\$112,108,836	\$2,227.96	246,779	20.39%	3.67%
Cobb	11,037	\$32,241,778	\$2,882.92	631,767	8.57%	3.95%
Dekalb	100,280	\$274,983,242	\$2,742.15	665,133	15.08%	7.32%
Fayette	4,716	\$14,616,483	\$3,099.34	95,542	4.94%	.34%
Fulton	153,517	\$406,600,402	\$2,648.57	816,638	18.80%	11.21%
Gwinnett	55,519	\$140,200,825	\$2,525.28	621,528	8.93%	4.05%
Henry	12,212	\$31,205,178	\$2,555.29	132,581	9.21%	0.89%
Rockdale	9,320	\$25,866,799	\$2,775.41	71,798	12.98%	0.68%
Spalding	13,163	\$39,579,106	\$3,006.77	59,066	22.29%	0.96%

Source: Georgia Department of Community Health State Fiscal Year 2002 Annual Report.

HOUSING ELEMENT ASSESSMENT

The Atlanta Regional Commission characterizes the region's housing market as strong. During the first half of the 1990's, the Atlanta region led the nation in housing starts and residential building permits. Housing growth in the region has been substantial over the past two decades. Though less dramatic, significant expansion has also characterized Clayton County. Lake City saw far less residential construction in the 1980's, and actually witnessed a decrease in units from 1990 to 2000. The following assessment summarizes other findings of the Housing Element:

- Single family detached dwellings will likely continue to dominate Lake City's housing stock.
- The ratio of owner-occupied units to renter-occupied units rebounded somewhat in 2000, although this ratio remained below national rates. Mixed-use development projected for Jonesboro Road is likely to reinforce owner-occupancy as many of these units are expected to be "for sale" units.
- Owner and renter vacancy rates are expected to remain low, particularly considering regional demand for "in town" housing, potential expansion of Clayton College and State University and planned commuter rail. Each of these factors will drive housing demand in Gateway Village with considerable spillover into Lake City.
- Owner-occupied and renter-occupied housing should continue to be affordable for most of the population, particularly as the housing stock ages. At the same time, Lake City incomes compare favorably with those in Clayton County and Georgia. This suggests that a market exists for the mid and upscale housing anticipated in Gateway Village.
- With the exception of possible annexation on the city's eastern boundary, new single family housing construction will be limited to infill on scattered sites or through long term redevelopment of existing residential areas. The latter may occur, but is not expected within the 20-year planning period.

HOUSING ELEMENT GOALS AND OBJECTIVES

Lake City's central housing goal is to *“. . .continue to provide adequate and affordable housing to current and future residents of the community.”* The City is also interested in *“promoting development of mid and upscale housing.”*

Based upon the inventory and assessment of housing stock, public policy is focused on the following initiatives:

- Encourage development of additional single family housing units.
- Stimulate ownership of single family housing units.
- Endeavor to keep owner and renter vacancy rates low.
- Enhance housing options, particularly opportunities for medium and high density developments in both residential and mixed-use settings.

Specific strategies include:

- Review and revise the Zoning Ordinance to ensure that development standards do not conflict with market development of single-family homes at moderate densities.
- Encourage local architects and developers to consider vacant parcels to provide single-family infill development as well as mid-rise, mixed-use structures facilitated by the Gateway Village District zoning classification.
- Maintain a balance between single family and multifamily units that promotes a single family/multifamily unit mix comparable to state and national ratios.
- Publicize opportunities for establishment of “for sale” townhome units as free-standing developments or in mixed-use structures through implementation of the Gateway Village Plan as a means of increasing homeownership and expanding housing choice.
- Preserve existing neighborhoods as a source of affordable housing while promoting development of relatively upscale housing to expand the spectrum of housing choice in Lake City.
- Encourage owners of deteriorating residences to rehabilitate structures by offering assistance programs such as “paint programs” and other assistance. The elderly and low and moderate income groups should be the focus of such programs.

LAND USE ELEMENT

Introduction

The Land Use Element presents an inventory of the various activities, that is, land uses conducted on properties throughout Lake City. These are categorized by type, for example, residential, commercial and industrial, and the established development pattern is analyzed. Historic development trends are examined to identify positive and negative impacts of such development and evaluate the effect of these trends on future development. The Land Use Element includes a "Future Land Use Map" to guide local decision makers concerning the use of property in Lake City. The Future Land Use Map responds to community goals and objectives concerning the location and extent of various land uses. The various color designations on the map represent land uses and the designations are based on assessments in the economic development, transportation, natural and cultural resources, and community facilities and services as well as housing elements of this comprehensive plan.

Land use is also characterized by past development patterns reflected on an "Existing Land Use Map." Each map is described below:

Existing Land Use

The Existing Land Use Map depicts current development patterns and land use throughout the Lake City community. The entire 2.21 square miles comprising Lake City is organized by land use categories grouped in accordance with mapping guidelines adopted by the Georgia Department of Community Affairs. The residential land use category has been separated by density or housing type to provide a more detailed picture of the distribution of single family detached, single family attached, multifamily and mobile home development. The pattern of residential development and that of the other land uses is depicted on the Existing Land Use Map. The land use categories are presented below:

Land Use Categories

Residential land use encompasses all dwelling types and in Lake City is characterized by four use classes, including single family detached dwellings on individual lots, or in traditional subdivision developments; single family attached dwellings, townhouses or condominiums; multifamily (apartment) dwellings and mobile (manufactured) homes.

Commercial land uses consist of non-industrial business uses, including retail sales, office, service and entertainment establishments. Hotels, restaurants, shopping centers, offices, banks, automotive repair shops and dry cleaners are examples of commercial land uses. In Lake City, these are represented by a single commercial category.

Industrial land uses encompass manufacturing plants, wholesaling, food processing, warehousing and distribution facilities and auto salvage operations.

The Public/Institutional category land use category includes state, federal and local government uses and institutional land uses. Government uses include city halls, police and fire stations, libraries, prisons, post offices, schools and military installations. Institutional land uses include colleges, places of worship, cemeteries and hospitals.

Transportation, Communications and Utilities or "TCU" land uses include such uses as airports, port facilities, major highway and rail transportation corridors, public transit stations, electrical power plants and substations, water and sewer plants and facilities, telephone switching stations, radio towers and similar uses.

Park/Recreation/Conservation uses include "active" recreation, that is, ball fields, courts and swimming, among others, and "passive" recreation, including trails, picnic areas and natural habitat. PRC lands may be either publicly or privately owned and also include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers and greenspace.

Agriculture/Forestry uses include a range of farming activities such as crop production, and cattle operations and timberland uses such as pulpwood tracts and sawmills.

Undeveloped land includes land that has never been developed and land that has been developed, but has since been abandoned, land occupied by abandoned uses or land occupied by dilapidated structures. The category also includes vacant portions of residential subdivisions or industrial parks and water bodies.

Existing Land Use in Lake City

Land uses in Lake City are organized by single purpose districts, with low intensity office, commercial and service uses along Jonesboro Road, Lake City's primary arterial running north and south from Forest Park to Morrow. Commercial uses are also found on Forest Parkway; however, industrial uses dominate that corridor. Residential uses are found to the west of Jonesboro Road where single family detached neighborhoods were built in the 1950's. Schools, places of worship and a county owned nature preserve are also uses found in this area, as is a small facility for boarding horses.

Property situated between Jonesboro Road and the railroad right-of-way has developed in a combination of single family detached, condominiums, multifamily and mobile home units. The southern portion of this area consists of a county park and shopping centers, and the dominant uses in the northern portion are commercial and industrial activities.

An intense office node is developing on Jonesboro Road, south of the Harper/Huie intersection.

Development Density, Intensity and Acreage in Each Use

A characteristic distinguishing single family neighborhoods from multifamily neighborhoods is density, a measure of the number of dwelling units on a given area of land, usually expressed as units per acre. Residential density in single family detached developments in Lake City is approximately two units per acre, or half acre lots.

Multifamily development in Lake City is limited to two-story development although the zoning ordinance encourages mid-rise development. Similarly, the limited number of townhouse and condos are two-story structures. Density in these attached unit communities runs from eight to 12 units per acre. Densities in the mobile home neighborhoods are in the range of eight to 10 units per acre.

A total of 403 acres in Lake City is developed in residential use, of which nine acres are occupied by mobile homes.

Commercial uses in Lake City occupy some 210 acres of land, or 15 percent of the total. This acreage is found primarily along Jonesboro Road, the central spine of the city. Developed lots and tracts on the frontage abut residential uses to the rear. The commercial uses are found in shopping centers and in a significant number of residential structures that have converted to commercial use as traffic on this corridor increased.

Lake City's industrial land uses are primarily warehouse and distribution uses located in the northeastern portion of the city. This land use involves 181 acres, accounting for 13 percent of the total area of Lake City.

Significant public/institutional uses are also located on Jonesboro Road, including a relatively new City Hall and the National Archives, now under construction.

Significant TCU uses are present in Lake City as reflected in the 256 acres designated on the Existing Land Use Map. Georgia Power Company maintains an electrical power substation and power transmission corridors traverse Lake City, explaining the substantial acreage in this land use.

Park/Recreation/Conservation.

Lake City contains several park facilities, including Community Park, comprised of 6.5 acres and Fevette/Little Park, which contains 3 acres. East Jesters Lake Park is now undeveloped, but plans indicate that 13 acres will be developed.

Existing Land Use Map

The Existing Land Use Map provides information about activities that now exist on various properties throughout Lake City. This Map is a graphic depiction of the location and extent of the above land uses and is a "current conditions" document. The Existing Land Use Map defines the development pattern in the city and the amount of land occupied by each land

use. Such information is vital to projecting future land use patterns and the need for land in various use categories to accommodate projected development.

The Existing Land Use Map also conveys information about the geographic relationship of individual land uses to surrounding land uses and to the transportation network. Surrounding land uses and transportation assets influence the character of future development.

An important aspect of the Existing Land Use Map is identification of undeveloped property which is expected to be developed. Land must be available in parcel sizes and in locations sought by the market. The Map guides City officials in determining the location and the amount of land to be developed in each use category. This information is presented below and is essential in anticipating the capacity of Lake City's land resource to accommodate projected development. This information also enables the City to appropriately plan the locations of future growth.

The eastern portion of the city (between the railroad right-of-way and the eastern city limits) is an area in transition. Single-family residences are generally located on individual lots and are scattered throughout this area. The predominant land use is industrial, and much of the vacant land in this area is owned by utility companies and auto salvage operations. A mixture of duplex, multifamily and commercial land uses border Clayton College and State University at the southern extreme of the city's eastern section. CCSU is contiguous to Lake City's southern boundary. TABLE LU1 presents a summary of existing land use by acreage.

Table LU1. Existing Land Use Lake City

Category	Existing Acreage	Percentage of Total
Residential	394	28%
Mobile Home	9	1%
Commercial	210	15%
Industrial	181	13%
Public/Institutional	146	10%
TCU	256	18%
Park/Recreation/Conservation	41	3%
Agriculture/Forestry	17	1%
Undeveloped	156	11%
Total	1,410	100%

The total land area of Lake City is 2.21 square miles, or approximately 1410 acres. The acreage totals in Table LU1 signal a balanced community with no one sector dominating land use. Residential uses comprise the largest number of acres, but, at only 28 percent of the total land area of Lake City, some 394 acres, Lake City cannot be characterized as a bedroom community.

The second largest land use is TCU, accounting for 18 percent of the total. Commercial and industrial land uses are relatively similar in percentage of total acreage with 15 percent and 13 percent, respectively. Undeveloped land comprises 11 percent of the total, representing the potential for substantial growth when considered in combination with redevelopment opportunities.

Historic Development Patterns

Lake City was incorporated in 1951 and few opportunities for territorial growth are available as the city is virtually surrounded by Fort Gillem, Morrow and Forest Park. Expansion of the corporate boundary can only come through annexation of land within unincorporated Clayton County, east of Lake City. Development has followed major thoroughfares Jonesboro Road and Forest Parkway as well as the railroad right-of-way. Jonesboro Road is a commercial corridor originating in Atlanta and extending south to Jonesboro. During the past several decades commercial land uses within this corridor have blossomed, decayed and, in some instances, been revitalized. Several strip centers on Jonesboro Road have lost the anchor tenant. Three quadrants of the Jonesboro Road and Harper Drive/Huie Road intersection have recently redeveloped as retail centers forming an important development node.

Development on Forest Parkway has consisted of retail, wholesaling and industrial land uses. This development has occurred on a lot-by-lot basis rather than as planned centers.

The rail corridor has not had as significant an influence on development as have the highway corridors. Norfolk Southern records indicate that no rail stops are located in Lake City, and apparently, no businesses within this corridor utilize rail service.

Infrastructure and Land Use Patterns

The location and availability of infrastructure has been the other principal influence on development in Lake City. Clayton County Water Authority (CCWA) provides both water supply and sewage collection services to Lake City. As mentioned in the Community Facilities and Services Element, the majority of the city is served with the exception of limited locations in the eastern portion. Availability of infrastructure fostered residential development west of Jonesboro Road, and residential and commercial development along Harper Drive as well as the commercial development along Jonesboro Road.

Transitional and Incompatible Land Uses

Land east of the Norfolk Southern railroad right-of-way, north of Rex Road, is in transition. Older residential and isolated retail uses are becoming wholesale commercial, distribution and industrial in character. This is partly due to the presence of large lots in single ownership that can readily be assembled for operations demanding sizeable tracts. The recent purchase of multiple parcels by a large auto salvage operation and property acquisitions by Georgia Power Company and AT&T are typical of this trend.

Numerous dwellings along Jonesboro Road have been converted to office use over the past decade as higher traffic volumes and road improvements have made these properties undesirable for residential purposes and more marketable as commercial ventures. Additional transition to commercial use is expected.

Incompatible land uses are found in the area bounded by Joy Lake Road on the north, the eastern city limits, Rex Road on the south and the railroad on the west. A mix of single family residences, commercial shops, TCU uses and industry are found in this area. This mix adversely impacts the residential uses. A second area of incompatible uses exists within the triangle of land bounded by Forest Parkway, North Lake Drive and Jonesboro Road. This area also includes a similar mix of single-family, commercial, TCU uses, industry and a partially vacant strip center.

Blighted Areas

Three blighted areas are found in Lake City. The first is an area of single family dwellings south of Ivy Street on both sides of North Parkway. Most of these units are very old, and in various states of disrepair.

The old Kroger center, at the corner of Jonesboro Road and Forest Parkway is deteriorating due to loss of major chain grocery stores, which served as a retail anchor. This major shopping center is a candidate for redevelopment.

Historic and Cultural Resources

The National Archives is being built in Lake City. This facility, in conjunction with the State Archives and cultural resources at Clayton College and State University, promises to bring desirable cultural assets to Lake City. No historic structures are found in Lake City.

Environmentally Sensitive Areas

A small wetlands area is found in the southern portion of the city and is surrounded by development. Lake City now enforces floodplain restrictions and requires proper erosion and sedimentation controls for new development. Grading and site plan reviews are conducted for all new developments.

Infill Development

The Atlanta Regional Commission and the Georgia Department of Community Affairs encourage infill development on properties served by public infrastructure. In the absence of annexation, all future development will be “infill” rather than development of “greenfield” sites. This will occur on such scattered vacant parcels in subdivisions that can be built upon. These are primarily located west of Jonesboro Road. Other infill potential exists along Forest Parkway and on the west frontage of Jonesboro Road. Redevelopment of underutilized commercial sites will also occur as the retail market improves.

Market Forces and Development

Lake City has focused development at key nodes on Jonesboro Road. The “Gateway Village Plan” and companion “Gateway Village” zoning district foster mixed use development at much higher densities and intensities than in the past. The City hopes to capitalize on the planned commuter rail and the growing retail and office market expected to be driven by growth of Hartsfield Jackson Atlanta International Airport and the Atlanta region.

This growth will also be in the industrial sector, particularly warehousing and distribution, given proximity of the city of the airport and as demand for such operations continues to expand.

Future Land Use

The Land Use Element both acknowledges and reinforces desired land use patterns and shapes future development by designating areas appropriate for transition in land use. Land use designations mirror those of the Existing Land Use Map. The designation by acreage and location responds to projections for new development in the Housing Element as well as the Economic Development Element. The Future Land Use Map is a graphic representation of goals and objectives of this Comprehensive Plan. Tools such as the Lake City Zoning Ordinance and Official Zoning Map as well as the City’s Subdivision Regulations will enable Lake City to implement the Plan. The Future Land Use Map specifically aids decision makers in evaluating applications for development of property by comparing the use proposed to the use anticipated on the Future Land Use Map.

The Georgia Department of Community Affairs establishes standards for preparation of the Future Land Use Narrative. These standards (shown in italics), and their application to Lake City, are presented below to facilitate review of the Plan by Atlanta Regional Commission and the Department.

Future Land Use Narrative

Geographic areas within the community proposed to receive particular types of growth.

Lake City's western areas are primarily comprised of single family detached neighborhoods which are stable. This residential land use is not expected to change over the next 20 years. Future single family detached development will consist of infill within existing subdivisions, or on vacant land between Kenyon Road and Huie Road. A sizeable portion of the eastern portion, east of Jonesboro Road, is also developed in residential use, including single family detached, townhouses, multifamily dwellings and mobile homes. These uses are also expected to continue; however, it should be noted that a stable area of detached dwellings was recently assembled and units removed for redevelopment as the National Archives property.

Jonesboro Road is the retail, office and service commercial corridor of the community, as the city has no traditional downtown. Retail commercial uses will continue to locate within strip shopping centers which are typically anchored by major grocery store chains corridor. Service uses such as repair shops are expected to continue to locate on individual lots within, and immediately adjacent to the corridor while professional offices will occupy converted dwellings or small office buildings along the western right-of-way.

Commercial development along Jonesboro Road and Forest Parkway is projected to intensify, although redevelopment of deteriorated, inner ring shopping centers and commercial strips has proven difficult throughout the region. Commercial and institutional development intensities have increased at the development node on Jonesboro near the southern city limits and the planned commuter rail station in Morrow. This development is projected to spur medium and high density residential development as accommodated by public policy and the "Gateway Village District."

Intense commercial uses such as automotive repair, appliance repair and towing companies will occupy much of the land adjacent to Forest Parkway, and extending south to Ivy Street, east of the railroad. Deteriorating residences located in this area may be replaced by intense commercial uses.

Industrial uses are expected to expand to vacant land west of the railroad and south of Forest Parkway. In addition, a large automobile salvage operation has expanded its operation from Harper Drive across Rex Road east of North Parkway. Industrial uses are expected to continue to dominate the city's northeastern section. Warehousing and distribution functions are devouring land in many jurisdictions surrounding the airport, referred to as the "Southern Crescent." As the Airport's "5th Runway" expansion is completed, air freight is projected to expand dramatically, driving demand for warehouse uses and other airport-related industries. Trucking is a strong activity along nearby Moreland Avenue (U.S. 23), and proximity to I-285, I-675 and I-75 is expected to spur intensification of these uses.

Public and institutional land use is anticipated to closely reflect the existing land use pattern, although several small places of worship may expand their facilities.

TCU uses will occupy land owned by Georgia Power Company and AT&T, immediately south of Ivy Street and extending south of Butler Road.

Agriculture and forestry uses will continue as depicted on the Existing Land Use Map, with a small facility for boarding horses found in the southeast portion of the city.

Table LU2 identifies the projected acreage in each land use category.

Table LU2. Future Land Use Lake City

Category	Acreage	Percent of Total
Residential	366	26
Mobile Home	0	0
Mixed Use	199	14
Commercial	188	13
Industrial	199	14
Public/Institutional	146	11
TCU	256	18
Parks/Recreation/Conservation	41	3
Agriculture/Forestry	0	0
Undeveloped	15	1
Total	1,410	100%

Lake City population projections are validated by assumptions inherent to the future land use map. Densities characterizing the historic mix of single family detached, single family attached, multifamily and mobile home are expected to continue through 2025. Land designated as mixed use based on zoning and market opportunities is projected to be developed at densities of 12 units per acre. Mixed use projects anticipated in Lake City feature attached product in vertical mixed use, that is, residential in retail and office structures as well as free-standing, multifamily structures. Market demand for such development models is not well known; however, the City desires to foster such development in "Gateway Village" and beyond. This designation is expansive and realistically, only half the acreage so designated is expected to feature a residential component. The residential acreage depicted on the existing land use map of 399 acres is projected to decrease to 364 acres by 2025. The density achieved in 2004 of 7.89 acres will support a 2025 population of 2,887 residents. The 199 acres projected on the 2025 future land use map as mixed-use, a land use not found on the existing land use map, is projected to support a density of 12 units per acre across half this acreage. These residential development models combine to yield a 2025 population "land capacity" of 4,903. This number demonstrates a capacity of the land area of Lake City, planned at appropriate locations, to effectively accommodate the population projected on the basis of unit growth by type established in the Population Element of 4,786.

Areas likely to be annexed by the local government within the planning period.

Lake City was incorporated in 1951 and few opportunities for territorial growth are available as the city is virtually surrounded by Fort Gillem, the city of Morrow and the city of Forest Park. Expansion of the corporate boundary can only come through annexation of land within unincorporated Clayton County, east of the city. Much of this land is developed in single family detached residential use. Little incentive exists for annexing residential property and, accordingly, no significant annexation is anticipated. Opportunities for annexation to the northeast are present as well and, as this area is developed as a desirable industrial tax base, this may be regarded as favorable. However, no interest has been registered by any property owner and Clayton County support such an action would be unlikely.

The timing or sequencing of any infrastructure improvements needed to support desired growth patterns.

Water and sewer service has been made available throughout Lake City by CCWA. Further main extensions, and capacity enhancements such as at lift stations, are normally accomplished by private developers and this will be the case in Lake City. These improvements will be made as properties develop. No significant road improvements, nor infrastructure improvements outside of those that may be associated with private development, are planned.

Areas identified by the local government as critical and sensitive areas and areas subject to natural hazards, such as flooding, high winds, unstable soils or wildfires etc.

No significant environmentally sensitive areas have been identified in Lake City. Minor floodplains may restrict density and the specific location of structures and other site improvements. These areas will be identified on the Future Land Use Map.

The land use element must consider any designated or nominated Regionally Important Resource wholly or partially within the local government jurisdiction.

No Regionally Important Resources are found in Lake City.

Areas containing sites, buildings or areas of local architectural, cultural, historic, or archaeological interest.

No sites, buildings or areas of local architectural, cultural, historic or archaeological interest have been identified in Lake City.

Alternative land use patterns considered to provide for the community's future needs, including Traditional Neighborhood Development (TND), or other forms of compact urban development.

Lake City's housing stock is well-maintained and of fairly recent and durable construction. Opportunities for infill on scattered lots or individual development tracts are limited. Redevelopment through assemblage of single family lots is not considered an option in the near term, as the housing market necessary to drive such assembly is not apparent.

Compact urban development will be facilitated by public investment in the planned commuter rail and the state and national archive facilities as well as public policy. The latter includes adoption of a Gateway Village Plan and corollary Gateway Village District, a zoning classification accommodating high rise residential use, vertical mixed use and walkable environments. Nodal development along a corridor that is now auto-oriented and comprised largely of highway and strip commercial will be a slow process. However, public policy will foster compact development at key intersections and, as the economy improves, this reconfiguring of the Jonesboro Road commercial corridor, bolstered by development incentives available at these nodes, should take shape.

Areas where significant transitions from one land use to another are expected or planned to occur.

Lake City's future lies in intensification and densification, rather than wholesale change in land use. No significant transition from one use to another is projected. The distribution of land use indicates a well-diversified base, with residential, commercial and industrial land uses represented in reasonable ratios. This pattern spells an employment base better suited to the population than many cities in the region. Morrow has come to dominate retailing and Lake City may focus on neighborhood commercial, specialty services and office uses along Forest Parkway and Jonesboro Road.

Areas proposed for redevelopment or designated for the future preparation of area plans or master plans, such as central business districts, neighborhoods or transportation corridors.

The "Gateway Village Master Plan" was commissioned by Lake City in 1998. Peter Drey & Associates collaborated with the City Planner on a mixed use, high density, walkable development model prior to the more recent emphasis on town centers. Architectural standards typically reserved for more urban environments were applied to Lake City's Jonesboro Road. This Corridor, to be redevelopment through intensification at key nodes, comprises a redevelopment area. Lake City has chosen to rely on market forces rather than public intervention through creation of an actual "Urban Redevelopment Area." Despite that, Jonesboro Road is the City's transportation corridor expected to undergo redevelopment according to the guidelines of the Gateway Village Master Plan.

Other factors expected to influence growth patterns within the local jurisdiction, including significant developments within or in close proximity to the jurisdiction; private sector initiatives; and land ownership patterns.

Planned commuter rail and the institutional development it has already spawned may well be the factor having the most influence on Lake City growth patterns. The Georgia Archives has already located in Morrow at the doorstep to the future commuter rail station. The National Archives building is under construction on adjacent property in Lake City. A new U.S. Post Office is planned, and interest in additional student housing and senior housing has been registered. The planned, commuter rail station is expected to be the focus of office, retail and residential development over the next five years.

The type, location and quality of rural, agricultural or forest lands.

Lake City is an urban area, with the exception of a small facility for boarding horses found in the southeast portion of the city.

Local development policies to be adopted or amended to allow or promote alternative development patterns including flexible street standards, zoning to allow a variety of housing options, mixed land uses, etc.

Lake City presents a fairly simple development model. The city developed along what has become a four-lane arterial, Jonesboro Road. With the exception of the State and National archives buildings, the frontage on Jonesboro is characterized by single story commercial development that is highway-oriented. As such, a high percentage of these properties are committed to surface parking. A sizeable number of lots contain residential structures that have been converted to commercial use, and a number of dwellings remain, though these too are expected to convert. The remaining parcels are undeveloped.

The Jonesboro Road commercial corridor is the most dynamic portion of Lake City, with a traffic count of 24,470 vehicles per day at its intersection with Forest Parkway. A mixed use model with high density and intensity development at key nodes is projected for Jonesboro Road. The land development policies necessary to facilitate achievement of such a model have been formalized in the City's most powerful land development tool, the zoning ordinance. The Gateway Village District fosters high density residential development in multistory structures, architectural and site development standards consistent with urban environments and pedestrian access and public improvements that will encourage walking. From a regulatory standpoint, the City has prepared for the mixed use model.

Clayton County Development Authority has funded land assembly and infrastructure bonds making possible the new construction surrounding the planned rail station. Cooperation between Lake City and the Authority would be a second step in implementing a mixed use model.

Analysis of Plans of Adjoining Jurisdictions

Clayton County

Clayton County utilizes 17 land use classifications, including Low Density Residential, Suburban Residential, Medium Density Residential, Urban Residential, High Density Residential, Office / Institutional, Neighborhood Business, General Commercial, Highway 138 Commercial Corridor Area, Light Industrial Uses, Heavy Industrial Uses, Public / Institutional, Transportation / Communication / Utilities, Park / Recreation / Conservation, Agriculture / Forestry, Undeveloped and City Corporate Areas. The Clayton County Existing Land Use Map identifies land west of Lake City as primarily medium density residential development; areas north of the city are Public Institutional, comprised primarily of Fort Gillem.

LAND USE ELEMENT ASSESSMENT

The most dramatic change in land use in Lake City is the anticipated densification of the Jonesboro Road Corridor. Adoption of a Gateway Village Master Plan and zoning district continues to influence this Corridor, with several new projects on the ground. The mixed-use, high intensity character of the district promises to transition a suburban community into an urban center. This will be propelled by initiation of commuter rail service in adjacent Morrow and growth of Clayton College and State University. The Future Land Use Map features some 200 acres in "Mixed Use," comprising nearly 15 percent of Lake City. This land use classification was not found on the Existing Land Use Map, and represents a transition of residential and commercial land uses at much greater development intensities than seen in the past. For example, the Gateway Village Zoning District permits construction of 10-story multifamily structures.

The traditional neighborhoods flanking the Corridor will be preserved with limited infill development in the near term. Planned sidewalks and trails will enhance the livability of the community by providing connectivity to retail, service, entertainment and office destinations along Jonesboro Road. The Gateway Village strategy focuses on nodal development at key intersections that will comprise environments conducive to pedestrian use. Broad sidewalks, "build to" lines, enhanced architecture and pedestrian amenities are planned which will transition the Corridor from its strip commercial pattern.

Lake City will continue to promote its industrial employment base, with a moderate expansion of this land use. While the majority of densification and intensification will occur on acreage planned as mixed use, further urbanization is also indicated in the virtual elimination of "undeveloped" acreage, which now comprises 11 percent of Lake City's land area.

Land uses projected on the Future Land Use Map are hoped to produce a unifying effect on the community. A wide range of housing alternatives, improved retail services and local employment, including expanded office employment, are inherent in this graphic guide to future development of Lake City.

LAND USE ELEMENT GOALS AND OBJECTIVES

The goal for future land use in Lake City is to *encourage development in a manner compatible the city's vision statement as contained in this Comprehensive Plan.*

Based upon the foregoing inventory and assessment of land use the city needs to:

- Ensure that future decisions regarding land use changes are consistent with the Future Land Use Map
- Evaluate development proposals in light of goals and policies, being certain that all decisions promote the social and economic well being of the community.
- Encourage separation and/or buffering between residential and commercial and industrial land uses.
- Promote industrial development that is clean and minimizes air and water pollution.
- Integrate pedestrian-oriented features into future development proposals where feasible to provide linkages to community facilities and parks, minimizing vehicular trips.

Strategies that will address these needs include:

- When evaluating development proposals consider the impact on area infrastructure capacities and community facilities.
- Adopt public service standards to ensure that new development will only be approved when facilities to serve it are concurrently available.
- Establish a balance between residential development in the western section of the city with commercial and industrial development to the east utilizing policies that provide for planted buffer zones and target capital investment in parks, trails, bikeways and related community facilities.
- Plan for and manage the preservation and maintenance of existing residential neighborhoods through code enforcement practices and zoning decisions that protect the integrity of these areas.
- Encourage redevelopment of deteriorating residential neighborhoods into uses that are compatible with the character of the area.
- Encourage future non-residential uses to integrate sound design principles and landscaping techniques into their site plan.

TRANSPORTATION

Introduction

Lake City's transportation system is comprised of arterial highways, local streets and sidewalks. The transportation system is also comprised of public transit via "C-Tran" bus service, and as the planned commuter rail station at Clayton College and State University will be within walking distance of a substantial portion of Lake City businesses and residents, commuter rail service as well. The Clayton County transportation system encompasses interstate routes, an international airport, parking lots and parking decks, walking trails and bike paths. Both systems are also comprised of traffic signs and signals.

Transportation systems are essential public improvements linking commercial centers, industrial and office parks, neighborhoods and institutional uses. Transportation systems must accommodate development that depends on access to properties and locations throughout Lake City and the region. The Transportation Element considers the diverse needs of the community in planning and programming a variety of transportation improvements.

Transportation Element

This Transportation Element presents an inventory of the transportation network serving Lake City. This Element also assesses the adequacy of that system to serve current and future demand generated by commercial traffic, personal vehicles, cyclists and pedestrians. Community goals related to transportation infrastructure are also presented. Finally, strategies are formulated for achieving these goals and delivering the desired level of transportation facilities and services throughout the 20-year period of the Comprehensive Plan.

Transportation and Land Use

Roads and highway construction impact land use more than any other single public investment. Little development can occur in the absence of vehicular access. The nature of that access depends on the density of residential development, commercial and industrial employment demand and other development characteristics. Land use patterns shape demand for transportation infrastructure and the character of the transportation network. This network is comprised of local streets, which feed neighborhood traffic onto

collector streets; arterials, which move traffic through communities, and commercial and industrial districts; and interstate and other limited access highways, which move traffic throughout the region and across the nation.

Characteristics of the Transportation System

The Transportation System accommodates a variety of transportation modes, including Vehicular and Truck, Rail, Aviation, Public Transportation, Cycling and Pedestrian. These modes are described below:

Vehicular and Truck

Passenger vehicles are expected to remain the dominant travel mode for the majority of Lake City residents, employees and visitors in the near term. Trucks carry the products of manufacturers and distribution operations. Accordingly, improvements associated with the surface transportation system, that is, Lake City's streets and highways, are the focus of the Transportation Element.

Rail

Railroads also impact land use and have facilitated development of the nation's urban centers. According to a "Rail Stops" document provided by Norfolk Southern Railroad listing rail stops in the Atlanta region, no rail stops are made in Lake City, and thus, rail freight is not being used as a shipment mode by Lake City businesses.

Aviation

Aviation facilities are not present within Lake City city limits and none are planned. Most residents and business owners rely on Hartsfield Jackson Atlanta International Airport for passenger and air freight services offered some 10 miles north of the city.

Public Transportation

Clayton County and Lake City is now served by "C-Tran," a bus transit system with operations contracted to Metropolitan Atlanta Rapid Transit Authority (MARTA). Jonesboro Route #501 provides bus transit to the Atlanta International Airport and the Justice Center, making three stops in the city of Lake City, the intersection of Harper Drive/Huie Road at Jonesboro Road, Kenyon Road at Jonesboro Road and Forest Parkway at Jonesboro Road.

Lake City residents recorded mixed opinions about public transit, with 37 percent supporting expanded service. As Lake City experiences additional residential and commercial development, the need for public transportation will

increase. A substantial number of commuters travel each day to access employment centers. Heightened use of public transit could alleviate some of the traffic along Jonesboro Road and Forest Parkway. The Forest Parkway and Jonesboro Road intersection has a 2003 traffic count of 24,470 vehicles per day.

Commuter Rail Service

Georgia Rail Consultants determined that development of the Commuter Rail service would contribute positively to quality of life and social interaction between communities and businesses, by strengthening access to facilities and services throughout the region. Planned commuter rail service will be accessible to Lake City residents as station locations are proposed for surrounding cities such as Morrow and Forest Park. The Morrow station will adjoin Lake City.

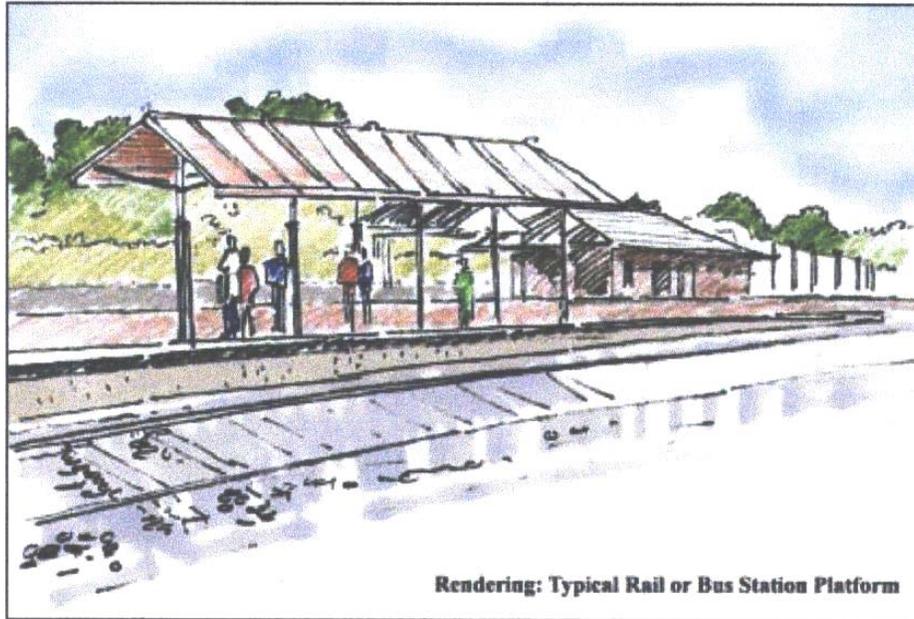
The proposed 26-mile commuter rail line to downtown Atlanta is expected to generate a daily ridership of 1,800 commuters when service is initiated in 2006. An estimated \$87 million in federal funds and \$19 million in state money will be allocated for upgrades to the train track, building the park-and-ride lots and station platforms with canopies, and refurbishment of rail cars.

¹ *Macon-Atlanta Corridor Draft EIS, August 30, 2001, Georgia Rail Consultants.*

Table T1. Commuter Rail Locations

Station	Station Type	Location
Lovejoy	Rail	US 41 at McDonough Road
Jonesboro	Rail	North of SR 138 and West of SR 54
Morrow	Rail	Clayton State Boulevard east of SR 54/Gateway Village
Forest Park	Rail	SR 331/SR 54/Phillips Drive/Main Street
Aviation Boulevard	Rail	North of Aviation Boulevard
East Point	Rail	Adjacent to East Point MARTA Station

Figure 2-3 Typical Rail or Bus Station Platform



Cycling and Pedestrian

Pedestrian travel is accommodated on Lake City's extensive sidewalk network. The Gateway Village District mandates broad sidewalks serving new development on Jonesboro Road (Highway 54). Initial segments of this enhanced network have been installed near the Huie/Harper and Jonesboro Road intersection.

The City does not have a bicycle plan; however, as densification occurs at the Huie/Harper and Jonesboro Road development node, located near the planned commuter rail station in Morrow, demand for this alternate transportation mode may increase. Other transportation modes are important, particularly commuter rail and bus service, and are addressed in this Element. Pedestrian travel and safety is increasingly important in more densely populated areas of the city.

Significant Bicycle and Pedestrian Ways

The City of Lake City currently has no future plans for bicycle paths or trails.

Road System and Street Classification

Lake City's road and street transportation system is comprised primarily of two lane streets classified as collectors and local streets. Lake City's street network is classified below and Table 1 classifies each route serving the city.

Arterials

Roads classified as Arterials handle moderate to high traffic volumes throughout the city. Lake City has three main arterials. Forest Parkway, a four-lane, east/west arterial, Jonesboro Road, a four-lane, north/south arterial, North Parkway, a four-lane, north/south arterial and Rex Road, a four lane, north/south arterial.

Local Streets

Lake City's street network is dominated by local streets. This extensive network of two-lane local streets adds to the connectivity of the city. Lake City's local streets are listed below:

Laurel Circle, Laurel Street, Laurel Court, Highpoint Court, School Lane, Woodland Drive, Phillips Drive, Forest Hills Court, Ahyoka Drive, Oakwood Drive, Pineridge Drive, Helen Street, Eubanks Drive, Grove Court, Sanders Drive, White Drive, Wahsega Way, Trahlyta Terrace, Tsali Trail, South Avenue, Jones Court, Circle Drive, Orchard Place, Kenyon Road, Dixie Industrial Court, Lake City Industrial Court, Erie Place, Ontario Avenue, Huron Drive, Rex Road, Lakeland Circle, Huie Road, Waterford Court, Harper Drive, N. Lake Drive, Dellwood Circle, N. Parkway, Ivy Street, Oak Street, Joy Lakes Road, Church Street, Roteree Drive, Burks Drive, Trammell Road.

Table T2. Lake City Street Classification

CLASSIFICATION	STREET
Primary Arterial	Forrest Parkway
Primary Arterial	Jonesboro Road
Primary Arterial	North Parkway
Secondary Arterial	Rex Road
Local Street	Laurel Circle
Local Street	Laurel Street
Local Street	Laurel Court
Local Street	Highpoint Court
Local Street	School Lane
Local Street	Woodland Drive
Local Street	Phillips Drive
Local Street	Forest Hills Court
Local Street	Ahyoka Drive
Local Street	Oakwood Drive
Local Street	Pineridge Drive
Local Street	Helen Street
Local Street	Eubanks Drive
Local Street	Grove Court
Local Street	Sanders Way
Local Street	White Drive
Local Street	Wahsega Way
Local Street	Trahlyta Terrace
Local Street	Tsali Trail

Local Street	South Avenue
Local Street	Jones Court
Local Street	Circle Drive
Local Street	Orchard Place
Local Street	Kenyon Road
Local Street	Dixie Industrial Court
CLASSIFICATION	STREET
Local Street	Lake City Industrial Court
Local Street	Erie Place
Local Street	Ontario Avenue
Local Street	Huron Drive
Local Street	Lakeland Circle
Local Street	Huie Road
Local Street	Harper Court
Local Street	Waterford Court
Local Street	Harper Drive
Local Street	N. Lake Drive
Local Street	Dellwood Circle
Local Street	Ivy Street
Local Street	Oak Street
Local Street	Joy Lakes Road
Local Street	Church Street
Local Street	Burks Drive
Local Street	Trammell Road
Local Street	Greene Street

Street Signs and Signalization

All of Lake City's intersections are controlled by either a stop sign or a controlled traffic light. These traffic control facilities help regulate traffic and make traveling within Lake City city limits safe for both pedestrians and drivers. An inventory of these intersections is listed below:

Intersections controlled by traffic signals include Jonesboro Road at Forest Parkway, Jonesboro Road at Harper Road/Huie Road, North Parkway at Forest Parkway, Harper Road at North Parkway, North Lake Drive at Harper Road, Phillips Drive at Reynolds Drive/Pineridge Drive, Lake Drive at Forest Parkway, Jonesboro Road at Kenyon Road, and Forest Parkway at North Lake Drive.

All other intersections are controlled by stop signs.

Traffic Safety and Road Conditions

Lake City has no significant traffic safety issues. Traffic volumes in all sections of the city are safely handled by the current road and street transportation network. Lake City's arterials and local streets are all in good condition and are sufficient for the medium-high density traffic volume they handle. The Forest Parkway and Jonesboro Road intersection has a 2003 traffic count of 24,470 vehicles per day.

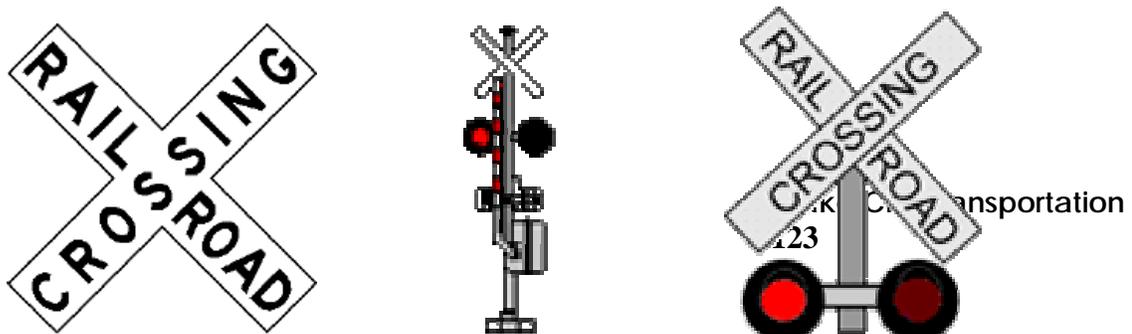
City Road Improvements

The widening of the city's arterials and local streets is not considered critical at this time, given nature of development along them and the presence of alternate routes in the immediate vicinity.

Railroad and Street Grade Crossings

All public highway-rail grade crossings are marked with one or more warning devices, that is, advance warning signs, pavement markings, crossbuck signs or flashing lights and gates. Lake City has one at-grade crossings at the Norfolk Southern rail line. This is located at the Forest Parkway and North Lake Road intersection at which advanced warning signs, pavement markings, crossbuck signs, flashing lights and gates are all used. This grade crossing is in good condition. Figure 1 below depicts the three primary types of cross bucks.

Figure T1. Cross buck Signs



Bridges

Lake City currently has two bridges, one, a rail crossing overhead bridge located on Harper Road and another at-grade bridge located on Huie Road. Both bridges are well maintained and the Huie Road Bridge can adequately handle the traffic volume in that area.

Significant Parking Facilities

Lake City's Gateway Village Master Plan anticipates deck parking in future mixed use structures. No other significant parking facilities exist or are planned.

Strategies for Improving Air Quality

Clayton County, and the cities within Clayton, lie within the nationally designated ambient air quality standards non-attainment area of metropolitan Atlanta. As such, this Comprehensive Plan addresses the severity of any violations generated by transportation sources that are contributing to air quality non-attainment. The Plan also identifies measures, activities, programs and regulations that the City of Atlanta will implement consistent with the Statewide Implementation Program (SIP) for air quality through the Atlanta Comprehensive Development Plan implementation, as provided in the Intergovernmental Coordination Element of the Department of Community Affairs Rules. (Refer to Map 8.12.)

The severity of non-attainment violations is documented for the Atlanta Region in the State implementation plan for air quality attainment. The 13 counties previously classified as a "serious non-attainment area" were downgraded to "severe non-attainment status" in January 2004. For air quality modeling

purposes, Coweta, Paulding, and Forsyth were added to Atlanta Regional Commission's air quality monitoring and planning.

Lake City's Transportation Element must provide for compliance with the Federal Clean Air Act. Lake City will implement the following measures designed to comply with the State implementation plan:

1. Encourage transportation demand management
2. Build on the broad sidewalk system, particularly in Gateway Village
3. Promote use of C-Tran and planned commuter rail, including mandating pedestrian amenities in development approvals.

Clayton County has recently undertaken significant steps in transportation demand management by implementing a regional bus transit system with the assistance of GRTA. The County has also initiated a Special Purpose Local Option Sales Tax (SPLOST) that will contribute to funding installation of nearly 100 miles of sidewalks along 47 miles of Clayton County roadways.

Lake City sidewalk improvements utilizing SPLOST funding will link new Clayton College and State University student dormitories on Harper Drive to the C-Tran bus stop on Harper. Additional sidewalk improvements on other sections of Harper Drive, Jonesboro Road, Kenyon Road and Forest Parkway totaling $\frac{3}{4}$ of a mile are expected to be completed in 2005. Private market development has funded, and will continue to fund, broad sidewalks within Gateway Village, specifically within a commercial node along Jonesboro Road at Harper Drive, contributing to the building of Lake City's pedestrian system.

TRANSPORTATION ELEMENT ASSESSMENT

The highlight of future transportation in Lake City lies to its immediate south in Morrow, the location of a planned commuter rail station. This public transportation system promises to impact the region and particularly the station environs. More than 30 years ago, a plan written for East Point's Old Fourth Ward acknowledged that rail stations do not generate development, but do focus market development. Driven by an expanding Clayton College and State University, and institutional investment by county, state and federal government, the private market is expected to respond to market opportunities in housing and the activities necessary to serve new residents. Planned commuter rail is seen as the basis of this expansion in Lake City.

Lake City business do not rely on rail freight services, rather trucking is the primary form of shipment. Jonesboro Road, a regional arterial, links the city to the Interstate system, north and south of the city. Forest Parkway links area businesses to the Interstate system east and west of Lake City. These two arterials play a dominant role in Lake City's surface transportation network and link neighborhoods throughout the city to regional destinations. Jonesboro Road comprises a north/south spine that conveys substantial traffic volumes. Local streets are for the most part uncongested, as few attract traffic from beyond Lake City.

This transportation network is deemed adequate to serve the future travel needs of residents and employees. Jonesboro Road is a high capacity route, with adequate lanes and signalization. Transportation resources have been enhanced by Clayton County's recent initiation of "C-Tran" bus service. This service will expand employment options for Lake City residents.

Local circulation in Lake City will be improved by development standards of the Gateway Village District. A system of broad sidewalks is being built as the Jonesboro Road Corridor, planned as a mixed use district, is redeveloped. These improvements promise to enhance alternate travel modes and, together

with bus service and planned commuter rail, forms a transportation network Lake City deems adequate to serve the needs of development and population projected in this Plan.

TRANSPORTATION ELEMENT GOALS AND OBJECTIVES

Lake City is in a position to benefit from national, state and regional transportation investments given proximity to Hartsfield Jackson Atlanta International Airport, Jonesboro Road (State Highway 54), C-Tran Bus service and the planned commuter rail service.

Goal I: Focus regional development attention on Lake City in order to capitalize on these transportation resources and the acceleration in growth of the Atlanta region associated with the expansion of the Airport.

Objective I-A: Implement the road improvements identified in the Gateway Village Master Plan.

Strategy I-A: Seek regional and state funding of such improvements through the Regional Transportation Plan and Transportation Improvement Plan.

Objective I-B: Incorporate pedestrian and bicycle facilities into all public investments and development projects.

Strategy I-B: Ensure plan review checklists account for this facility objective.

Objective I-C: Enhance the operations of C-Tran within Lake City city limits.

- Strategy I-C: Advocate for more C-Tran bus stops in Lake City.
- Objective I-D: Enhance pedestrian linkages and travel throughout the city's neighborhoods and commercial districts.
- Strategy I-D: Develop a pedestrian plan that will link neighborhoods to community destinations.
- Strategy I-E: Adhere to the ample sidewalk widths and pedestrian lighting specified in the Gateway Village Master Plan during the plan review process.
- Strategy I-F: Pursue extension of Jester's Creek Trail pedestrian path/bikeway north through Lake City.
- Objective I-E: Promote the efficient linkage of Lake City residents to the region and the region's residents and visitors to Lake City.
- Strategy I-G: Strongly support establishment of the planned, commuter rail service.

INTERGOVERNMENTAL COORDINATION

Introduction

The Georgia Department of Community Affairs encourages greater cooperation among governments in Georgia. DCA hopes to facilitate this by requiring that such cooperation among public agencies, that is, "Intergovernmental Coordination," be considered in local comprehensive plans. The State reasons that since planning and land use are primarily local decisions, and these decisions may impact neighboring jurisdictions, formal mechanisms should be established to provide for intergovernmental coordination among local governments.

An example of such coordination is the review of local comprehensive plans by the Regional Development Center. The RDC for Lake City is the Atlanta Regional Commission. The purpose of the regional review is to identify potential conflicts in the plans of neighboring jurisdictions.

A second coordination mechanism is established in Georgia's Growth Strategies program. This mechanism is referred to as the DRI process, a regional review of "Developments of Regional Impact" (DRI's). The review focuses on large developments that have the potential to impact jurisdictions beyond the borders of the locality experiencing such development.

Inventory and Assessment

The Intergovernmental Coordination Element is an inventory of the mechanisms and processes employed by the City of Lake City to facilitate intergovernmental coordination. This Element assesses the capacity of these mechanisms to serve the needs of the Lake City community. The Coordination Element also establishes goals and formulates strategies for effective implementation of community goals, objectives and policies that may involve several governments or public agencies. For the Lake City community, these government agencies are Clayton County, the Clayton County Water Authority, City of Morrow Fire Department, Clayton County Board of Education, Clayton County Development Authority and Clayton County Housing Authority.

Coordination with Local Agencies

The inventory must describe the relationship of such agencies to Lake City, and any intergovernmental agreements, joint planning and service agreements, special legislation and joint meetings or work groups for the purpose of coordination. The inventory must also identify the local government offices having primary responsibility for such coordination. These agencies and their respective roles are described below:

The Intergovernmental Coordination inventory describes Lake City relationships with such agencies as Clayton County and nearby cities, Morrow and Forest Park. The inventory also describes any intergovernmental agreements, joint planning and service agreements, special legislation and joint meetings or work groups established for the purpose of coordination among Lake City and its partner agencies. Finally, the inventory identifies the local government offices having primary responsibility for such coordination. The agencies and their respective roles are described below:

Clayton County

The City of Lake City and Clayton County entered into an Intergovernmental Agreement for the purpose of defining and formalizing certain understandings concerning public services delivery as well as land use. This Agreement is associated with House Bill 489, commonly known as the Services Delivery Strategy, and specifies the contractual arrangements associated with public services provision. Land use disputes arising from rezoning decisions and annexation of land are also addressed in the Agreement, which establishes the process for resolving such disputes. These public services and agreements are described below:

Code Enforcement and Building Inspections

The City of Lake City contracts all code enforcement and building inspections functions to a private consultant with the exception of fire and life safety code enforcement, which is performed by the Morrow Fire Department. Many smaller jurisdictions use this approach, as certifications necessary to perform such inspections, together with the low volume of development, often preclude hiring in-house staff. Inspection and plan review fees are used to compensate the consultant.

Clayton County Water Authority

Clayton County Water Authority provides potable water and sanitary sewer services to the City of Lake City. CCWA also owns and maintains all treatment capacity and distribution and collection mains. No written agreement exists between CCWA and the City of Lake City. Information concerning water and sanitary sewer services is provided in the Community Facility Element.

Lake City Police Department

Lake City maintains a City of Lake City Police Department, which is housed in City Hall. The Department's 15 sworn Officers serve the public safety needs of residents and property owners. In addition to the Police Department, the City has entered into mutual-aid agreements with Clayton County and the City of Morrow. Emergency 911 service and communication services are provided to Lake City by the Morrow Police Department. Additional information concerning Police services may be found in the Community Facilities and Services Element.

Fire Protection Services

Fire protection services are provided to Lake City through a contract with the City of Morrow. The Morrow Fire Department operates three pumper trucks and two ladder trucks. One of the ladder trucks is designed for use in high-rise fires. The Department maintains a force of 29, full-time fire fighters.

EMS

Emergency Medical Services (EMS) are provided through an intergovernmental agreement with the City of Morrow. Morrow maintains two ambulances and 24 emergency medical technicians, nine of whom have earned advanced life support certification. Additional emergency medical services are available through Clayton County and private ambulance services operating throughout Clayton County.

Clayton County Board of Education

Lake City students attend Lake City Elementary School and other schools in Clayton County. These schools are operated by the Clayton County Board of Education. No intergovernmental agreement is necessary.

Clayton County Development Authority

The City of Lake City has not formed a Development Authority. The Development Authority of Clayton County has the jurisdiction to perform the following redevelopment powers on behalf of Lake City:

1. Contract preparation of redevelopment plans, and implement the provisions of the plans;
2. Define the boundaries of a redevelopment area for implementation of redevelopment plans;
3. Create tax allocation districts and Issue tax allocation bonds;
4. Deposit and disburse funds from the special revenues of any tax allocation district;
5. Execute any contracts, leases, mortgages, or other agreements, including agreements with bondholders or lenders, determined by the City of Lake City to be necessary to implement the provisions of redevelopment plans. The contracts or agreements may include conditions, restrictions, or covenants which run with the land or otherwise regulate land use; and
6. Acquire and retain or dispose of property for redevelopment purposes; any disposition of such property may be by public or private sale or lease.

The Development Authority also performs some of the same economic development functions as the Chamber of Commerce. The City of Lake City has not established a local development authority, rather the City relies on the cooperation of the Clayton Authority which can assist the City in promoting economic development in Lake City and utilizing all the powers of the Authority. No intergovernmental agreement exists.

Clayton County Housing Authority

The Clayton County Housing Authority administers housing rehabilitation programs throughout the county, including Lake City. These programs benefit homeowners by providing funding for residential rehabilitation. Such housing programs provided by the Authority are currently limited to unincorporated Clayton County. Only the Jonesboro Housing Authority provides such services within a municipality. The Jonesboro Housing Authority provides more traditional services for which housing authorities are known, including Housing Assistance,

Housing Choice Voucher programs (Section 8), down payment assistance, homeowners assistance, family self-sufficiency programs and low rent housing programs.

Coordination with State Agencies

Georgia Department of Community Affairs planning standards also mandate that Lake City inventory state programs impacting the comprehensive plan. This inventory identifies agreements, policies and initiatives that may affect Lake City's ability to implement strategies proposed in the comprehensive plan. Such programs include the Service Delivery Strategy Law, known as House Bill 489; the Governor's Greenspace Program and regional Water Supply and Water Quality protection plans.

House Bill 489

House Bill 489 is referred to as the Service Delivery Strategy. The strategy is an intergovernmental agreement formalizing certain understandings concerning such topics as annexation and land use. Lake City has not executed an agreement concerning annexation.

Governor's Greenspace Program

Clayton County has adopted a Community Greenspace Plan. However, the City of Lake City is not a participant in the Community Greenspace Program. The City plans to prepare and adopt a Community Greenspace Program and become a participant in the Clayton County Community Greenspace Program, thus making the City eligible for greenspace funds.

Coordination with other Entities

The City of Lake City must also inventory coordination mechanisms and agreements with government agencies exercising authority within the city limits which may be unrelated to land use. Examples of such agencies are constitutional officers, that is, the Sheriff's Office, Tax Assessors Office and utility companies such as Georgia Power Company. The latter entities provide services in Lake City and may exercise condemnation powers.

Clayton County Tax Assessor

The County Tax Assessor's Office performs property assessments and collects taxes on behalf of the County and Lake City. The Tax Assessors' Office is responsible for preparation of the annual real and personal property tax digest in compliance with the taxation laws of the State. No formal written intergovernmental agreement exists.

Georgia Power Company

Under the Georgia Territorial Electric Service Act of 1973, Georgia Power serves the electrical power needs of the Lake City community. The Territorial Act was designed to ensure the most economical, efficient and orderly provision of electrical service; to prevent duplication of facilities; and to foster a competitive spirit in Georgia.

Adequacy of Intergovernmental Agreements

The City of Lake City operates within the Intergovernmental Agreement concerning annexation of territory and land use. This Agreement is a fairly recent public policy guide, adopted on April 28, 2000, which formalizes relationships among the County and its municipalities. Other public services are provided to Lake City residents and property owners via reciprocal service agreements, contracts or through "fee for services" arrangements with private providers. The adequacy of these relationships and documents is addressed below:

Clayton County Water Authority

The contractual relationship between the City and CCWA is well defined. Lake City obtains water and sanitary sewer service based on a "fee for services" arrangement that is long established. No formal written agreement is deemed necessary.

Clayton Board of Education

No formal agreement is deemed necessary as the Board of Education operates according to state statutes and the mission outlined, therein.

Enhanced Coordination Opportunities

Coastal Management. The City of Lake City is not located along the coast, therefore, Georgia's Coastal Management Program is not applicable.

Appalachian Regional Commission. Clayton County is not encompassed within the geography of the thirty-five county area defining Georgia's Appalachian Regional Commission, rather the County is south of this territory. Coordination concerns appropriate to the Appalachian Region are not applicable to the City of lake City.

Water Planning Districts. The Metropolitan North Georgia Water Planning District and Coastal Georgia Groundwater Planning/Management Districts are two examples of state initiatives focused on maintaining a reliable supply of water and ensuring the quality of this water to the regions served by these state initiatives. Local governments, through their land use, economic development and environmental management practices, will also play an important role in the success in achieving these goals. To better coordinate these state and local activities, local governments located in any state designated water planning district must, within their comprehensive plans, identify relevant state water supply and water quality protection policies and goals and ensure consistency of local comprehensive plans with the water planning district policies and goals.

INTERGOVERNMENTAL COORDINATION ASSESSMENT

The City of Lake City considers the existing agreements and understandings that form the system of public service provision and regulations to be adequate. For example, Lake City and Clayton County have executed "Intergovernmental Agreement" for the purpose of defining and formalizing certain understandings concerning public services delivery as well as land use. The Agreement specifies the contractual arrangements associated with public services provision. Land use disputes arising from rezoning decisions and annexation of land and the process for resolving such disputes are also addressed.

One area of intergovernmental coordination that Lake City is interested in amending is the "Community Greenspace Program. The City realizes that as development proceeds, the remaining greenspace could disappear. Accordingly, Lake City plans to consider participating in the Clayton County program as a means of permanently protecting greenspace through acquisition and by other more economical means.

INTERGOVERNMENTAL COORDINATION GOALS AND OBJECTIVES

The City of Lake City has adopted the following Intergovernmental Coordination goals, objectives and strategies to be implemented:

Goal: Provide quality public infrastructure, facilities and services sufficient to meet future demand at minimal cost to residents and business owners.

Objective A: Ensure that public services, facilities and infrastructure continue to achieve acceptable service levels across a broad range of public services and remain commensurate with future demand.

Strategy A: Continue the intergovernmental agreements and relationships now in place to provide a high level of services and accommodate projected growth.



REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • www.atlantaregional.com

DATE: 11/22/2004

ARC REVIEW CODE: P411221

TO: Honorable Willie R. Oswalt, Mayor
ATTN TO: Gerald Garr, City Manager
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: City of Lake City Comprehensive Plan Update 2005-2025

Review Type: Local Comprehensive Plan

Description: Full comprehensive plan update to the City of Lake City Comprehensive Plan 2005-2025.

Submitting Local Government: City of Lake City

Action Under Consideration: Approval

Date Opened: 11/22/2004

Deadline for Comments: 12/6/2004

Earliest the Regional Review can be Completed: 1/21/2004

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CLAYTON COUNTY
CITY OF RIVERDALE
DEKALB COUNTY
HENRY COUNTY
CITY OF HAPEVILLE

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF FOREST PARK
CITY OF JONESBORO
FULTON COUNTY
CLAYTON COUNTY SCHOOLS
CITY OF EAST POINT

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF MORROW
CITY OF LOVEJOY
CITY OF ATLANTA
CITY OF COLLEGE PARK

Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 12/6/2004, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .



REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • www.atlantaregional.com

NOTICE OF LOCAL PLAN SUBMITTAL AND HEARING/COMMENT OPPORTUNITY

Submitting Local Government:	City of Lake City	Date Received:	11/22/2004
Local Contact:	Gerald Garr, City Manager City of Lake City	Public Hearing Date and Time:	12/6/2004 8:30am
Phone:	404-366-8080	E-Mail:	g.garr-atlanta@att.net
Fax:	404-366-0654	Website:	
Street	5455 Jonesboro Road	City State, Zip:	Lake City, Georgia 30260

Department of Community Affairs Review Required

Review Title:	City of Lake City Comprehensive Plan Update 2005-2025
Description:	Full comprehensive plan update to the City of Lake City Comprehensive Plan 2005-2025. Document can be viewed on the ARC website at: http://www.atlantaregional.com/qualitygrowth/compplanreviews.html Click on the Regional Review Notice for the City of Lake City.

The submitted documents are available for review at the City and at ARC.

Reviewing Regional Development Center:

Atlanta Regional Commission
40 Courtland Street, NE Atlanta, GA. 30303
Phone 404.463.3302 FAX 404.463.3254

Contact Person: Mike Alexander, Review Coordinator

E-Mail: malexander@atlantaregional.com

STATE OF GEORGIA

CITY OF LAKE CITY

RESOLUTION 04- 12

RESOLUTION CONFIRMING THE INTENT OF THE CITY OF LAKE CITY,
GEORGIA TO ADOPT A DRAFT COMPREHENSIVE PLAN:

WHEREAS, the City of Lake City ("City") is a municipal corporation has drafted a Comprehensive Plan in compliance with the guidelines of the Georgia Planning Act and has the support of elected officials and community residents.

NOW THEREFORE be it resolved by the Mayor and Council of the City of Lake City and by the authority of the same, that the City intends to adopt the draft Comprehensive Plan prepared for the City by Strategic Planning Initiatives, LLC. Be it further resolved that said draft plan shall be transmitted to the Atlanta Regional Commission and the Georgia Department of Community Affairs.

SO RESOLVED this 26th day of August, 2004.

CITY OF LAKE CITY, GEORGIA



WILLIE R. OSWALT, Mayor

ATTEST:


Gerald B. Gan
City Manager

APPROVED AS TO FORM:

City Attorney

City of Lake City Short Term Work Program 2005-2009

Planning Element & Associated Tasks	2005	2006	2007	2008	2009	Agency ¹	Source ²	Funding ³
<i>Economic Development</i>								
Investigate such programs as mentoring and work with Clayton College & State University officials to promote higher education for Lake City residents	•	•	•			Lake City	Lake City	\$0
Promote implementation of Gateway Village District	•	•	•	•	•	Lake City	Lake City	\$0
<i>Natural and Cultural Resources</i>								
Map all environmentally sensitive areas and incorporate information into the development plan review process	•	•				Lake City	Lake City	\$5,000
<i>Community Facilities and Services</i>								
Extend the Jester Creek Trail to City Hall	•	•	•	•	•	Lake City	Lake City	\$75,000
Implement the Solid Waste Management Plan	•	•	•	•	•	Lake City	Lake City	\$0
Foster creation of greenspace and recreation facilities within new developments	•	•	•	•	•	Lake City	Lake City	\$0
<i>Housing</i>								
Continue to aggressively enforce housing and property maintenance codes	•	•	•	•	•	Lake City	Lake City	\$2,500
Planning Element & Associated Tasks	2005	2006	2007	2008	2009	Agency ¹	Source ²	Funding ³

<i>Land Use</i>								
Adopt zoning ordinance and map amendments consistent with implementation strategies of the Land Use Element	•	•	•			Lake City	Lake City	\$25,000
Maximize training opportunities for Planning and Zoning staff and boards to ensure effective and responsive administration of land use regulations and development codes	•		•		•	Lake City	Lake City	\$7,500
<i>Intergovernmental</i>								
Prepare a Community Greenspace Plan	•					Lake City	Lake City	\$2,500
<i>Transportation</i>								
Advocate for the planned commuter rail in Morrow	•	•	•	•	•	Lake City	Lake City	\$0
Promote expansion of C-TRAN service, particularly additional bus stops.	•	•	•	•	•	Lake City	Lake City	
Cooperate with Clayton County to facilitate installation of ¾ mile s of sidewalk along Harper Drive, Jonesboro Road, Kenyon Road and Forest Parkway.	•					Lake City	Clayton County(SP LOST)	\$40,000

Footnotes:

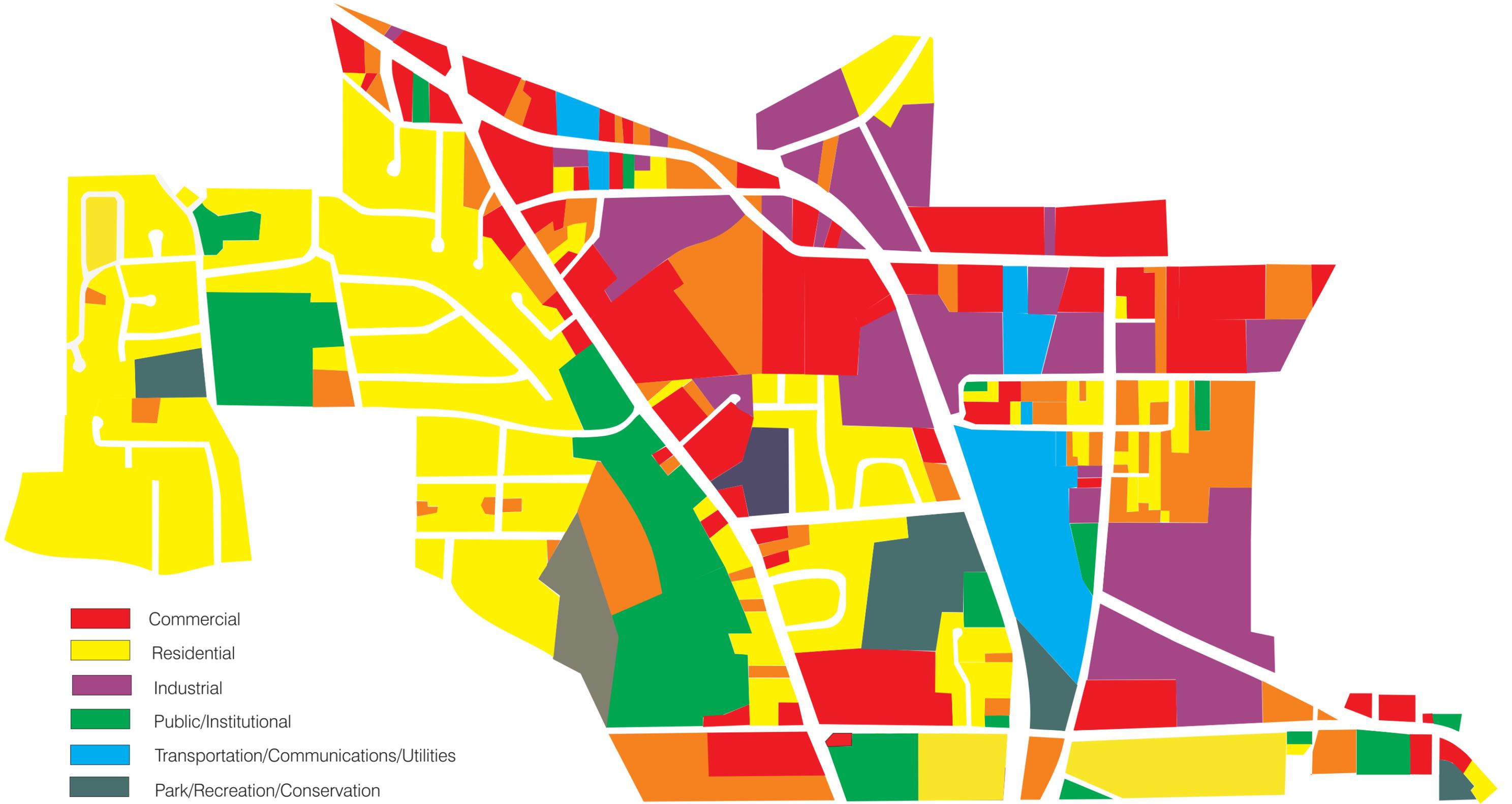
¹ Source of funding.

²Implementing department or agency.

³Estimated cost.

Where \$0 is recorded, the task is limited to advocacy by Elected Officials or volunteer effort.

EXISTING LAND USE 2004



- Commercial
- Residential
- Industrial
- Public/Institutional
- Transportation/Communications/Utilities
- Park/Recreation/Conservation
- Agriculture/Forrestry
- Undeveloped

FUTURE LAND USE 2025



City of Lake City Short Term Work Program 2005-2009

Planning Element & Associated Tasks	2005	2006	2007	2008	2009	Agency ¹	Source ²	Funding ³
<i>Economic Development</i>								
Investigate such programs as mentoring and work with Clayton College & State University officials to promote higher education for Lake City residents	•	•	•			Lake City	Lake City	\$0
Promote implementation of Gateway Village District	•	•	•	•	•	Lake City	Lake City	\$0
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Promote expansion of C-TRAN service, particularly additional bus stops.	•	•	•	•	•	Lake City	Lake City	
Cooperate with Clayton County to facilitate installation of ¾ mile s of sidewalk along Harper Drive, Jonesboro Road, Kenyon Road and Forest Parkway.	•					Lake City	Clayton County(SP LOST)	\$40,000

Footnotes:

¹ Source of funding.

²Implementing department or agency.

³Estimated cost.

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