



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: 10/6/2004

ARC REVIEW CODE: P410061

TO: Mayor Hugh Lewis
ATTN TO: Robert Zellner, City Manager, City of Hampton
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 Hampton Land Use Plan Amendment
Review Type: Local Comprehensive Plan

Description: Amendment to the Comprehensive Plan of 1993 (Henry County Comprehensive Plan) for the City of Hampton

Submitting Local Government: City of Hampton

Action Under Consideration: Approval

Date Opened: 10/6/2004

Deadline for Comments: 10/20/2004

Earliest the Regional Review can be Completed: 12/6/2004

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
HENRY COUNTY PUBLIC SCHOOLS
CITY OF STOCKBRIDGE
CLAYTON COUNTY

ARC TRANSPORTATION PLANNING
GEORGIA RE
GEORGIA DEPARTMENT OF TRANSPORTATION
MCINTOSH TRAIL RDC
CITY OF McDONOUGH
SPALDING COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
HENRY COUNTY
CITY OF LOVEJOY
CITY OF LOCUST GROVE

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 10/20/2004, 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> .



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NOTICE OF LOCAL PLAN SUBMITTAL AND HEARING/COMMENT OPPORTUNITY

Submitting Local Government:	City of Hampton	Date Received:	10/6/2004
Local Contact:	Robert Zellner, City Manager City of Hampton	Public Hearing Date and Time:	10/20/2004 8:30am
Phone:	770-946-4306	E-Mail:	bzellner@cityofhamptonga.com
Fax:	770-946-4356	Website:	http:\\www.hamptonga.org
Street	PO Box 400	City State, Zip:	Hampton, Georgia 30228

Department of Community Affairs Review Required

Review Title:	City of Hampton Land Use Plan Amendment
Description:	Amendment to the Comprehensive Plan of 1993 (Henry County Comprehensive Plan) for the City of Hampton 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 Hampton.

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

RESOLUTION OF SUBMITTAL # 04-07

WHEREAS, the City of Hampton, Georgia, has completed an Amendment to the Comprehensive Plan of 1993, said plan being more fully entitled the *Henry County Comprehensive Plan*; and

WHEREAS, this Land Use Plan Amendment relates to the incorporated limits of the City of Hampton and primarily affects the Land Use Element of the Comprehensive Plan, including the Future Land Use Plan map; and

WHEREAS, this Amendment was prepared in accordance with the Minimum Planning Standards and Procedures for Local Comprehensive Planning established by the Georgia Planning Act of 1989, and duly noticed Public Hearings were held on May 24, 2004, June 22, 2004, and June 29, 2004, by City Council at 6:00 P.M. at City Hall in Hampton, Georgia;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HAMPTON HEREBY ORDAINS that the City Council does hereby submit the Land Use Plan Amendment of the Atlanta Regional Commission for Regional Review, as per the requirements of the Georgia Planning Act of 1989.

Adopted this 21st day of Sept, 2004

CITY OF HAMPTON

BY: 

Hugh W. Lewis, Mayor

ATTEST: 

Elaine Haynes, City Clerk

Pat Watson, Notary

Notary Public, Henry County, Georgia
My Commission Expires September 23, 2007

CITY OF HAMPTON LAND USE PLAN AMENDMENT

September 2004



EST. 1872

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Introduction

The City of Hampton began as the Community of Bear Creek around 1846, following extension of the Monroe Railroad northward from Forsyth to Atlanta. The Community of Bear Creek was incorporated as the City of Hampton in 1872. Presently, Hampton includes approximately five square miles and has a population of 4,458 according to United States Census estimates for the year 2002. The City is located in southwest Henry County about ten miles north of Griffin (Spalding County) and south of Jonesboro (Clayton County). The City is bisected by Highway 19/41, a divided four lane expressway, State Route (SR) 20, and Old Highway 3. The Norfolk Southern Railroad extends north-south through the central of the City parallel to Old Highway 3 (East Main Street). The City's Land Use Plan has historically been developed by Henry County and incorporated into the County's Comprehensive Plan.

Recent planning efforts included the development of a Downtown Master Plan (2002) for the historic downtown area. The vision that was developed as part of the community-driven master planning process was to improve the City's quality of life and the economic vitality of the community. Some of the expressed goals included linking transportation and land use decisions, preventing poorly designed commercial development and enhancing the existing commercial development, creating a sense of place/community, protecting natural areas, creating a pedestrian-friendly community, and encouraging diversity in commercial, residential, employment, shopping and recreation choices.

The Hampton Downtown Development Authority (DDA) is responsible for facilitating the implementation of the plan, including the construction of a downtown park that began in August 2004, as well as several improvement projects that were recommended in the plan. In 2004 the City was awarded a Transportation Enhancement (TE) grant to implement a significant streetscape improvement project that was identified in the plan. The City also completed a planning process as part of its "Better Hometown" designation in 2001. Some of the main goals expressed in that process were to improve the downtown area and to attract quality development while maintaining the historic integrity of downtown Hampton. The Hampton Better Hometown Manager and the DDA work together to implement downtown redevelopment and enhancement projects.

The 2002 Henry County Future Land Use Map, and the uses reflected there for the City of Hampton, was used as a starting point for this land use plan amendment process. The City desires to amend the Future Land Use Plan for several reasons:

- It does not feel that the plan as developed by Henry County represents the City's vision for the future. For example, the Hampton Future Land Use Plan depicted in the Henry County plan reflects land uses that are inconsistent with downtown revitalization efforts, such as large-scale industrial sites that are better suited for less intensive uses in the future.
- It recognizes that Henry County is one of the fastest growing counties in the country, and growth and development issues are high priorities to address in the City Land Use Plan.

- It wants to create a stronger Land Use Plan that will help guide future growth and zoning within the City.
- It desires to determine the future uses adjacent to the SR20 Bypass, which is a major realignment and road widening project.
- It wants to establish a plan for land use in adjacent areas that may be annexed into the City at some future point.
- It wants to preserve the historic character of the downtown area and update the land use consistent with the preliminary downtown master planning efforts.

Based on the requirements of the Georgia Department of Community Affairs (DCA), the City's deadline for undertaking a Comprehensive Plan recertification is not until 2008. However, there are many development and growth issues that need to be addressed in the City's plan on an interim basis to protect the quality of life for its residents. Therefore, this Land Use Plan Amendment is intended as an interim plan update to reflect the various issues that currently face the City. Any documentation from this plan amendment will also be transmitted to Henry County for their use.

Our Vision of City of Hampton in the 21st Century

The City of Hampton will be a predominant residential community with a hometown environment and a historic, revitalized downtown.

We see the following elements in our community:

- Hampton will be a place where the historic environment is respected and embraced. Opportunities to enhance the downtown consistent with its traditional flavor of neighborhood commercial uses will be sought.
- The City of Hampton will provide a sense of arrival with gateway features at major corridor entrances and signature architecture and design features in the downtown.
- Hampton will be a place with established single-family uses. Redevelopment and revitalization within Hampton will be encouraged to promote neighborhood orientation and ensure compatibility with surrounding land uses.

■ Critical Issues

The City of Hampton, similar to many Georgia towns, emerged as a residential community built around the railroad. The growth of the Atlanta metropolitan area,

and Henry County in particular is impacting the City's future. To date, growth in Hampton has been in the form of low-density residential housing with some commercial development along Highway 19/41. The location and popularity of the adjacent Atlanta Motor Speedway has brought congestion during race days, additional noise, and an attraction of non-distinct commercial uses. The four-lane SR20 Bypass is currently under construction, and it will impact both transportation and land uses. The Georgia Department of Transportation (GDOT) has also identified a potential site for a commuter rail facility parking lot south of the downtown area. This facility would serve a future commuter rail line to Macon. There are currently few major employers or industries in Hampton; the lack of job opportunities encourages commuting patterns into other parts of the Atlanta metro area. Recently an announcement was made regarding a major regional mall just east of the City at SR20 and I-75. This major employment center will attract more development in and around Hampton.

A number of critical issues relating to development have promoted this land use initiative:

- The promotion of quality new development on vacant parcels of land and creative redevelopment approaches on underutilized properties and corridors throughout the City;
- The desire to protect established neighborhoods of the City, while accommodating compatible development;
- The ability of public facilities and infrastructure to support new development and redevelopment efforts through coordinated land use and infrastructure planning;
- The clarification of the role of major corridors in the City: the new SR20 Bypass alignment, Oak Street, Highway 19/41, and architectural controls along Main Street;
- The desire to plan for the historic downtown with a historic overlay district included in the zoning ordinance;
- The desire to direct high-density development to areas with existing infrastructure and in close proximity to other high-density areas;
- The desire to utilize a new Mixed-Use land use category which accommodates higher density, mixed-use development in the downtown;
- The fact that the City is surrounded by vacant developable areas that could be annexed in the future.

Principles Guiding the Land Use Plan

The City of Hampton has utilized a number of basic planning principles that guide the transformation of targeted areas of the City, as well as the City as a whole, on the Future Land Use Map. These are discussed below in preparation for presentation of the Plan itself.

■ Guiding Principle: Protect, support and maintain the City's stable neighborhoods.

The majority of the City is comprised of established residential neighborhoods. A fundamental guiding principle of the Plan is to protect, support and maintain these stable neighborhoods. Higher density residential, an issue discussed frequently at public meetings, is located primarily in the northwest portion of the City. A large mobile home park, situated on approximately sixty-six acres, is the predominant high-density residential site in the area. Currently, the City allows four units to the acre maximum on its Future Land Use Plan and three and six-tenths units to the acre for detached, single-family homes in the City of Hampton Zoning Ordinance. The City has not zoned any property higher than four units to the acre. In the future, the City does not desire density higher than four units to the acre. The Land Use Plan will propose to focus the allowable four units to the acre in the northwest portion of the City as a buffer between the commercial areas along Highway 19/41 and the residential areas along Oak Street.

Simultaneously, the policies and guidelines that foster the protection of stable single-family residential neighborhoods support the generation of mixed-use development opportunities with stand alone or combined residential components in the City's downtown, where underutilized industrial uses are being converted to residential uses.

■ Guiding Principle: Encourage mixed-use development in the downtown area.

Mixed-use development allows compatible land uses, such as commercial, services, offices, and housing to locate together in separate, or in some cases the same building or cluster of structures, thus decreasing travel distances between them. In the right context and proportion, mixed-use development encourages pedestrian activity and more compatible relationships between the pedestrian and the automobile. Mixed-use developments should be at an appropriate scale for the location. Mixed-use areas will be established as a new "Mixed-Use" land use category on the Future Land Use Plan and encouraged in the downtown area. The key principles underlying the mixed-use districts include:

- All neighborhoods have identifiable centers and edges.
- Edge lots are readily accessible to retail and recreation by non-vehicular means.

- Uses are mixed and in close proximity to one another.
- Street networks are interconnected.

■ Guiding Principle: Encourage focused infill and redevelopment where acceptable to communities.

The City of Hampton has vacant land inside the City and a significant amount of vacant land adjacent to its boundaries. Moreover, the downtown area is experiencing land use changes from underutilized industrial uses. The vacant and underutilized areas available inside the City provide opportunities for infill development; several larger tracts are either being developed or are being considered for development. One example is a 250-acre tract that is being developed as a mixed-use Planned Development adjacent to the SR20 Bypass. In the downtown area, the majority of vacant land is zoned R-1 (Rural Residential), C-2 (General Commercial) and M-1 (Light Industrial). Infill of the remaining vacant sites in a manner compatible with surrounding existing development is encouraged and supported by the Future Land Use Plan. Subsequently, some of the development activity anticipated within the City will be in the form of redevelopment. The City plans infrastructure improvements to accommodate infill development as stated in its 2004-2008 Short Term Work Program Update. Plans for expansion of water and sewer capacity are being coordinated with Henry County, and a new wastewater treatment plant is scheduled to be on line in 2007 to serve any development and redevelopment within the City boundaries as well as adjacent properties that may be annexed.

■ Guiding Principle: Focus higher density housing in existing high-density areas.

Higher density development fills an economic need for affordable accommodations to special residential population groups such as the elderly or single-person households. Such housing offers an opportunity for transitions in land use intensities between commercial uses and lower density residential area. Currently, this type of development exists in the northwest portion of the City where mobile homes create a buffer between the commercial component along Highway 19/41 and single-family residential along Oak Street. The City's desire is to continue to focus high-density uses in the northwest portion of the community.

■ Guiding Principle: Preserve and enhance the historic character of downtown.

As indicated from the master planning and Better Hometown efforts undertaken several years ago, the City desires to preserve the historic character of the downtown area. Sentiments expressed at land use planning work sessions indicate that the City would like the downtown to retain a circa 1950's character with neighborhood

commercial uses, walkable streets, and with restaurants and outdoor activities. To achieve this vision, the City plans to research provisions that can be adopted as part of a historic overlay zoning district for the downtown area. The Hampton Downtown Development Authority and the Hampton Better Hometown Manager will lead this effort.

Existing Land Use

■ Introduction

Land, and the uses to which it is put, constitute the base scale on which all other aspects of development are founded. Land use and development patterns establish the foundation for the Comprehensive Plan. Consequently, the principal objective of the Land Use Plan is to determine the most suitable and efficient use of the land and the pattern in which these uses will occur.

The integration of existing development patterns, growth trends, and the analysis of land development capacity (the ability of the land resource to support development) form the basis for preparing the Future Land Use Plan.

■ Land Use Categories and Patterns

Data provided by the Henry County Geographic Information Systems (GIS) Department was used in conjunction with windshield surveys to determine existing land uses. For planning purposes, land uses are identified under the categories listed below.

■ Existing Land Uses in the City

Residential

Defined: Land devoted to permanent living accommodations, including lots containing houses or manufactured homes, housing subdivision developments, and buildings containing multiple housing units attached horizontally (such as duplexes or townhomes) or vertically (like apartments).

Residential land uses within the City consist of single-family detached, single-family attached, and/or two- to four- unit multi-family units. Single-family detached is located throughout the City in the form of established subdivisions and individual lots fronting major thoroughfares. Small duplex and or/apartment complexes are interspersed along the fringes of the downtown area between East Main Street and East

King Road and on Georgia Avenue. Single-family attached units are located in downtown Hampton with the recent introduction of residential loft conversions.

Commercial and Services

Defined: Commercial developments predominantly occupied by establishments that offer goods or merchandise for sale or rent, or that provide a service. Such uses include stores, shopping centers, hotels, restaurants, gasoline stations, physical fitness centers, markets, building supply centers, medical or engineering offices, real estate offices, insurance agencies and corporate headquarters.

Commercial growth has been a function of automobile accessibility, with the largest concentrations located along Highway 19/41 at the major thoroughfare intersections of Oak Street and Woolsey Road. Much of the commercial development has occurred in the form of small strip centers (Booth's Crossing) having a mixture of retail and office uses, fast food restaurants, automotive-service centers, and stand-alone general merchandise establishments. Commercial development on 19/41 is not consistent along the length of the highway, and undeveloped commercial acreage stretches from the 19/41 intersection with Oak Street and the 19/41 / Woolsey Road intersection. Downtown's commercial uses are comprised of a mix of retail and office uses, including restaurants, health and beauty establishments, gas stations, and offices.

Industrial

Defined: Land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities.

Industrial uses in the City are primarily limited to a single thirty-acre manufacturing site on the western edge of the downtown area. A smaller manufacturer to the north of the site is relocating; the eight acres has been put up for sale. The combined thirty-eight acres of industrial uses has been identified during public meetings as a potential transitional area between the predominantly residential corridor on Oak Street and the downtown. Other areas identified for industrial uses on the current Future Land Use Plan are on the north side of the City off of East Main Street and to the south between the railroad and East Main Street. Significant portions of these areas remain undeveloped and have been identified during public meetings as land that is better suited for non-industrial uses, potentially resulting in little land that is available for industrial uses in the City.

Transportation, Communications and Utilities

Defined: This category includes such uses as power generation plants, railroad facilities, radio towers, public transit stations, telephone switching stations, streets and highways.

In Hampton, uses classified in this category consist of streets, highways, the railroad tracks, the potential commuter rail site, utility substations, and the Federal Aviation Administration's Air Route Traffic Control Center. Tara Field Airport, operated by Clayton County, is to the west of the City next to the Atlanta Motor Speedway.

Public and Institutional

Defined: State, federal or local government uses, and quasi-public institutions. Governmental uses include county administration buildings and courthouses, fire stations, libraries, post offices and public schools (but not parks). Institutional uses include churches, cemeteries and other private non-profit uses.

Hampton's City Hall is located in the historic downtown area across the street from the historic train depot, which is operated by the City for use as the Better Home-town office and for hosting special events. The local post office, Henry County Fire Station #5, and the Fortson Public Library are also inside the City limits. According to the Henry County Library System Board of Trustees, the library is in need of expansion to accommodate the residential growth in the area. Eight churches are located throughout the City, and two cemeteries exist due east of the downtown area. Hampton Elementary is also located near downtown and has a current enrollment of 820 students. Middle and high schools serving the Hampton student population are located outside of the City limits.

Public/Private Open Space (Parks)

Defined: Land dedicated to active and passive recreational uses. These lands may be either publicly or privately owned and may include playgrounds, sports fields, recreation centers, etc.

Hampton maintains two public parks, both of which are located in the northwest portion of the City: North Forty Park and R.W. (Bobby) McBrayer Park. North Forty Park is comprised of forty acres with seven baseball fields, a playground, concessions, and a picnic pavilion. R.W. (Bobby) McBrayer Park is on eight acres next to Hampton Elementary and contains tennis courts, a baseball field, picnic and play areas, and a gazebo and open space that can accommodate public gatherings.

Undeveloped/Vacant

Defined: Land not developed or not being used for a specific purpose, and lands where development has been abandoned or where deteriorated vacant buildings are located.

Undeveloped land is located on fairly large parcels throughout the City, including along the east side of Highway 19/41 north of Woolsey Road (commercial zoning), the west side of Highway 19/41 south of Woolsey Road (industrial and residential-

agricultural zoning), to the south of SR20 and Woolsey Road (predominantly residential zoning, with some industrial), and at the northern City limits to the east of East Main Street (zoned residential). Several of the parcels on the south side of the City were recently annexed into the City and are zoned primarily for low- to medium-density residential uses. There are some vacant storefronts in the downtown, although a grouping of older buildings behind East Main Street is currently being rehabilitated for residential use.

■ Influences on Future Development

Historic Patterns of Growth

The City of Hampton is one of four municipalities in Henry County, which is one of the fastest growing counties in the country with a significant land mass of unincorporated areas. However, increase in growth has impacted the cities in that many areas are being developed just outside of city boundaries, consequently there is additional demand to develop inside city boundaries. Growth in Henry County is mostly low-density residential. Many of its residents travel and work in the northern Atlanta metro area. Commercial and industrial development has lagged behind the residential development. Representing the type of growth evident in Henry County, the City of Hampton's growth patterns are mostly low-density residential. With the exception of the manufacturing and office operations of Southern States, LLC adjacent to the downtown, there is no major employment center in and around Hampton. The Atlanta Motor Speedway, which borders the western City limits, appears to be the major activity center in the area.

Two major arterials, Highway 19/41 and SR20, have fueled the development patterns in Hampton. Highway 19/41 is mostly commercial development, and SR20 is a two lane road off of which residential development has occurred. SR20 is currently being realigned and widened to bypass the downtown Hampton area. Recent announcements of a new mall at the intersection of I-75 and SR20 is expected to heighten expectations for the value and use of land east of Hampton, and there is every indication that the City of Hampton may be impacted by such development.

The land use in Hampton has not changed significantly over the past ten years. The most notable changes in land use include:

- The emphasis on the historic character of the City within the downtown and the conversion of existing buildings for adaptive reuse (i.e. Hampton Lofts).
- The annexation of hundreds of acres of undeveloped land for potential development of full-scale residential subdivisions in areas that are currently residential-agricultural in nature.

- Residential in-fill projects in and around the downtown area, in particular to the north and south along East Main Street and to the east.

Land Use and Infrastructure Patterns

The City of Hampton is dependent on planned water and sewer capacity expansion at the County and City level to serve new development within the City as well as adjacent unincorporated areas. Existing capacity remains to serve development that has been recently approved or rezoned; however, capacity is an issue should much more new development occur, new residential in particular. This fact prompted the City to adopt a moratorium on requests to rezone land for residential uses until the Future Land Use Plan is amended to better guide new development. It is anticipated that additional capacity will be available by 2007 with the completion of a new wastewater treatment plant.

The existing roadway system in the City services a variety of trip lengths and purposes. Two major roadways bisect the City: Highway 19/41 and SR20. Highway 19/41 primarily serves through traffic with some destination-oriented uses within the City and to commercial development along the roadway. SR20 is currently being widened from I-75 West and will be realigned to bypass downtown Hampton. As such it will also primarily serve through traffic. In amending the Future Land Use Plan the City is designating commercial nodes along the roadway and is supportive of parallel access roads along SR20 to serve adjacent development. Moreover, at each major at-grade intersection with SR20, the City proposes major gateway features.

There is no existing transit in the City of Hampton or Henry County. However, GDOT has identified a site along East Main Street south of the downtown area for a future parking structure to serve a Macon bound commuter rail line, although it has not yet been acquired to serve that purpose. The City does not wish to designate higher density uses around the transit station, thereby potentially increasing the value of the area, until the site is purchased by GDOT. The City has also determined that the industrial land use designated south of this commuter rail stop is not appropriate. Therefore, the Land Use Plan redesignates the area at the commuter rail to reflect its anticipated transportation use, and the area to the east is redesignated for commercial uses as part of a commercial node around SR20. The area to the south is redesignated for low-density residential uses.

The City's Short Term Work Program Update identifies several transportation related improvements including the addition of curb and gutter along Oak Street from downtown to Steele Road, sidewalks along East Main Street and Rosenwald Drive, and intersection improvements at East King and West King Roads, Locust Grove Road and McDonough Street, and at Elm Street and Main Street. As mentioned previously, the City has received a Transportation Enhancement grant for streetscape enhancements on East Main Street. The City's Downtown Master Plan also identi-

fies a system of bicycle trails, additional streetscape improvements, and pedestrian linkages.

Natural and Historic Resources

The City is dedicated to protecting sensitive natural resources in several ways: the adoption of appropriate ordinances, such as Soil and Erosion Control and Floodway Protection, the provision of open space, and the integration and promotion of historic and cultural resources in the downtown. The Downtown Development Authority and Better Hometown organizations are actively involved in these downtown-related efforts. A proposed historic overlay district for the downtown area has been discussed at public meetings and is recommended to be included in the zoning ordinance to protect the historic resources in the downtown area. The City already provides for special floodplain districts in their zoning ordinance that restricts the amount of development allowed within sensitive natural areas.

■ Land Use Factors

Transitional Areas

There are no large districts of blight or substandard housing found within the City limits, although smaller pockets exist along Rosenwald Drive and between West and East King Roads. Some duplexes in this area are currently being rehabilitated as a privately funded venture. As mentioned previously, a mobile home park community is located in the northwest section of the City, and the City believes that additional high-density should be focused there due to its proximity to the Highway 19/41 commercial corridor. Several stable single-family neighborhoods along Oak Street are undergoing land use transitions that have the potential to create incompatible land use relationships. The City has therefore redesignated the area west of Steele Road along the north side Oak Street for commercial uses and everything east of Steele Road for single-family residential until the Oak Street/Central Avenue intersection, which will be redesignated for commercial uses. This redesignation is for properties that are considered to be inappropriately classified for industrial uses in the current Future Land Use Plan due to their proximity to existing residential areas and to the downtown. Discussion of these industrial areas included the potential for encouraging office-professional uses, which are currently allowed under the commercial land use classification.

Downtown Hampton has areas that are transitioning from underutilized industrial uses to in-town residential uses, exemplified by the Hampton Mill Lofts and the emerging Cherry Street lofts.

Incompatible Land Use Relationships

There are certain industrial uses operating within the City that are incompatible with surrounding residential land uses. There are several homes along Oak Street, for example, that are both zoned and classified industrial due to their proximity to existing industrial uses. The predominant character along Oak Street, however, is residential, and a recent rezoning from M-2 (Heavy Industrial) to R-2 (Urban Residential) for a vacant piece of property surrounded by single-family homes signals support for changing the area to better accommodate additional residential opportunities. Therefore, the amended Future Land Use Plan proposes to redesignate these areas for either residential uses or for less intensive uses such as commercial and services. As previously mentioned, a business operating in an industrial area adjacent to downtown is closing its Hampton facility and selling the property. Allowing for a non-industrial land use will provide for future compatibility.

Visual incompatibility and lack of linkages are a concern in the City. Past planning processes have identified the City's physical appearance as a weakness, and the Downtown Master Plan stressed that streetscape improvements were needed to provide a high impact vision that is respectful of Hampton's history and character. Several gateways into the City were also identified in the Plan, providing visual focal points and a more cohesive image for Hampton.

Strategies for Infill Development

There are areas in the City for which opportunities for redevelopment may be targeted. One area is in the downtown where underutilized properties are being converted such as the Hampton residential lofts. There was significant discussion at planning work sessions focused on infill development and the redevelopment of old structures within existing residential areas; although the rehabilitation and reuse of older structures was generally deemed better for the community visually and economically, it was decided that for the purposes of the plan amendment process these areas would remain designated residential and the issues of uses and design would be addressed in any future zoning.

■ Development Outlook

The City's Better Hometown program is actively marketing underutilized properties within the downtown area for development and redevelopment opportunities. The City is also cognizant of the pressure to annex adjacent areas. Recent annexations have included large parcels of land and have been annexed as low-density residential. The policy of the Henry County Land Use Plan is to designate areas around cities mainly as Residential-Agricultural. This land use category has traditionally been interpreted as a "holding" category for future land uses. The City of Hampton policy will be to annex adjacent areas as they are currently zoned in the County, which is

predominantly Residential-Agricultural. Again, the City views itself mostly as a single-family residential community with an interest in revitalizing the downtown area consistent with the historic 1950's character. With the exception of mixed-use in the downtown area (at a proposed density of eight residential units to the acre), density higher than four units to the acre is not anticipated nor are any major transit improvements. A historic overlay zoning district will be incorporated into the zoning ordinance and gateways to the City will be established at the major intersections on SR20 within the City.

Future Land Use Plan

The City of Hampton will continue to grow as the development pressures around it and in Henry County continue. The popular Atlanta Motor Speedway, the widening and realignment of SR20, the potential for commuter rail, the concentration of development where infrastructure exists in the downtown business district, the construction of a major regional mall at SR20 and I-75, the phasing out of industrial uses from the City, and potential annexations will all impact the future land use of the City of Hampton. These issues set the stage for changing the City's Land Use Plan to accommodate the changes. Emphasis on downtown redevelopment, existing residential character, commercial opportunities along the SR20 Bypass, land use compatibility, and the introduction of mixed-uses are the focus of future land use patterns within the City.

■ Development Patterns

The City's vision for the future is based on maintaining its low-density residential character, concentrating high-density development in existing higher density areas, enhancing the downtown area, designating land uses for the new SR20 roadway extension, and addressing adjacent land uses that may be annexed in the future. The following is a description of these areas as they appear on the Future Land Use Plan Map. One major change to the Land Use Plan is the creation of a new land use category: Mixed-Use, which allows up to eight units per acre and corresponds to the Planned Development (PD) zoning district category. The PD category allows for flexible design standards and a mix of uses within certain acreage and/or within buildings.

■ Downtown Hampton/Mixed-Use District

This area is intended to encourage the continued viability of the City's historic commercial core, preferably with uses that enhance the economic potential of the City. Currently the downtown is a mix of governmental, public/institutional, commercial, residential and office uses, with scattered (and predominantly underutilized) industrial parcels. It is envisioned that the downtown will operate as a traditional down-

town district with integrated shops, restaurants, services, offices, civic and religious facilities, creating a compact, pedestrian oriented environment. City Hall is located on Main Street as is the historic train depot, which serves as a unique focal point in the downtown. Identifying elements, including application of a consistent streetscape, signage, street furniture, and parking lot landscapes are desired. The City has been successful in attracting residential uses to replace underutilized industrial parcels in the downtown, and the Hampton Better Hometown actively seeks to recruit new businesses to occupy vacant buildings. Its privately-funded Façade Grant Program is an incentive for prospective business owners, and the program has proved successful with existing business and property owners. The downtown area land use will be predominantly mixed-use on the Future Land Use Plan Map surrounded by existing uses such as the Hampton residential lofts and new single-family infill adjacent to existing historic residences abutting the commercial core. This character area is a place where small-scaled commercial uses, such as a bank, grocery store, drug store, specialty store, and compatible public and institutional uses are arranged in a village-like setting. In addition, the CBD utilizes its historic nature as a means of defining a distinct identity or sense of place. A new historic overlay zoning district that identifies special architectural requirements and streetscapes, among other issues, will be incorporated in the zoning ordinance.

■ State Route 20 Bypass

The new bypass is envisioned by the City as providing additional opportunities for commercial development. The Land Use Plan proposes commercial nodes located at major intersections of the bypass. These commercial areas will also act as gateways to the City. In addition, a portion of the bypass has been designated commercial to reflect a rezoning of the area to PD (Planned Development District). The rezoning accommodated a planned mixed-use project, with commercial uses in the vicinity of the bypass and the remaining area intended for residential uses at varying densities. The remaining areas abutting the bypass are proposed to remain designated as low-density residential. The City desires that the commercial nodes be accessible to the surrounding residences via sidewalks or multi-use pathways.

■ Uses for Future Annexation Areas

The City of Hampton, similar to many municipalities in Henry County and other cities in the Metro area, considers annexation of adjacent properties on a case by case basis. Currently, most of the area around the City is designated by Henry County as Residential-Agricultural land use. The City does not propose to modify land uses shown on the current Future Land Use Plan (2002) for properties adjacent to the City limits; rather, annexed properties will be brought in under their current zoning. Both the zoning and the proposed future land uses surrounding the City limits reflect

predominantly low-density, residential-agriculture uses, with the exception of the area west of Highway 19/41 and the Atlanta Motor Speedway.

Recently, the City annexed a large tract of land in the northwest section of the City that was designated high-density residential on the Henry County Land Use Plan. The property, already being developed at the time it was annexed, came into the City as a medium-high density residential use and will be reflected as such in the Future Land Use Plan.

■ Other Future Land Use Plan Map Changes

Several parcels on the Future Land Use Plan Map have been redesignated consistent with existing land uses and recent rezonings. Existing residential uses have replaced industrial uses along Oak Street. Properties that are labeled high-density but are actually lower density sites are redesignated accordingly. Planned commercial uses replace residential uses south of Hampton Locust Grove Road (part of an approved rezoning to allow a Planned Development with both residential and commercial uses). Planned residential uses replace an industrial classification on East Main Street South to reflect an approved rezoning.

Future Land Use Assessment

The City of Hampton is taking a positive, proactive, approach towards addressing development and growth changes within and adjacent to its borders. It is undertaking its first land use plan amendment process separate from Henry County. It realizes that city residents must set the vision for the future of the City and the surrounding areas. It is developing a strong land use plan that will guide future development in the City and the land use plan principles will be strictly implemented. These efforts will bring the City closer to its goals of being a residential hometown feel community with a revitalized historic downtown area.

Interpretation

The Plan is developed with the concept that the Future Land Use Plan map and the text are to be used as an integrated whole, with the map being a graphic representation of the text.

Interpretation of the Future Land Use Plan map is a process, which rests on the goals and policies expressed in the text. The land use designations on the map, both in terms of overall definition and intensity of land use types, require that policies and intent statements regulating the development and location of each land use type be evaluated and applied in the process of plan implementation.

Plan implementation is carried out through the application of regulations such as the Zoning Ordinance and through projects and programs outlined in the Short Term Work Program. It is administered by the City Council with input from planning staff. The procedure, once the plan is adopted, will involve checks for plan and ordinance consistency as part of the review for issuance of subdivision approvals and development and building permits. The following are the overall guiding concepts for future land use interpretation within the City:

- Ensure that future land use and development decisions are consistent with long range planning goals and policies and that such decisions promote social and economic well-being;
- Implement a Land Use Plan that assures the availability of infrastructure concurrent with development;
- Minimize incompatibility between land uses and promote the protection of established neighborhoods within the City; and
- Promote development that is pedestrian-oriented, community centered and minimizes vehicular trips.

As part of the plan implementation process the City proposes to modify its process for considering rezoning requests to ensure consistency between zoning and recommended future land uses, as follows: If a specific land use change is proposed for an area but is inconsistent with the designated use or density on the Future Land Use Plan map, it cannot be approved. It is at this point that the proposal is evaluated for its conformity and compliance with the Comprehensive Plan and other standards and regulations such as zoning and other functional plans. An applicant may then file for a Land Use Plan Amendment to change the land use within the map in conjunction with a rezoning application. A Land Use Plan Amendment application may be submitted concurrent with a rezoning proposal or in subsequent order. Should the Land Use Plan Amendment be denied, then the rezoning proposal is not considered, and the applicant may not file another amendment request for the same piece of property for six months. More specific procedures for changing the Land Use Plan will be incorporated in the Zoning Ordinance once the future land use update is adopted. The procedures will complement considerations undertaken during the rezoning process and will consist, at minimum, of the following:

- The proposal will be evaluated for compatibility with surrounding land uses on the Future Land Use Plan as adopted;
- The proposal will be evaluated for impacts on transportation and other infrastructure to determine if required infrastructure improvements will be in place concurrent with the build out of the proposed development;
- The proposal will be evaluated consistent with the intent of the Land Use Plan as indicated on the map and text of the adopted Land Use Plan;

- The proposal will be evaluated for impacts on natural and historic resources identified by the City; and
- The proposal will be evaluated with respect to the health and welfare of the City and public good.

Goals, Strategies and Implementation

It is a goal of the City Council of Hampton to:

- Maintain the City's character as a residential hometown community.

It is a goal of the City Council of Hampton to:

- Increase pedestrian linkages in the downtown and new developments.

It is a goal of the City Council of Hampton to:

- Support the preservation of stable single-family neighborhoods.

It is a goal of the City Council of Hampton to:

- Identify and direct growth of high-density residential areas to high-density transitional areas between Highway 19/41 commercial corridor and single-family residential uses.

It is a goal of the City Council of Hampton to:

- Encourage mixed-use development in the downtown area.

It is a goal of the City Council of Hampton to:

- Minimize the amount of industrial land uses throughout the City consistent with current trends.

Strategies to achieve these goals are:

Economic Development

- Continue marketing efforts by the Better Hometown Program and the Downtown Development Authority for a revitalized historic downtown.
- Publicize the change in land use regulation to property owners and potential developers.
- Place district signage or markers at gateway points to encourage name recognition of the City and its special districts.
- Periodically produce written updates of changes in the City.

- Institute an informed land use coordination group with surrounding jurisdictions to discuss land use and economic development issues.

Land Use

- Assure existing landowners of their right to continue existing land use activities.
- Maintain an inventory of available vacant and underutilized properties within the downtown area.
- Update the Future Land Use Map to reflect proposed changes.
- Review and potentially incorporate ARC's "Retrofitting Corridors" Tool Kit into the Highway 19/41 and SR20 corridors, and other major transportation corridors in the City as appropriate.
- Review current land development review policies and regulations to determine if changes need to be made in order to facilitate redevelopment and infill.
- Identify traditional residential neighborhoods that may have potential land use incompatibility issues.
- Develop a set of guidelines to protect existing single-family neighborhoods from encroachment and incompatibility.
- Update enforcement ordinances to include property maintenance.

Community Parkland and Recreation Facilities

- Identify funding for North 40 Park expansion/improvements and implement improvements.
- Identify potential parkland on the south side of the City, as well as other opportunities for public park/recreation sites across the City.
- Construct Hampton Depot Park adjacent to the train depot in the downtown.

Housing

- Allow conversion of residential uses in transitional corridors to be used as professional offices in order to minimize impact on existing residences and to provide buffers between incompatible uses.
- Work with Henry County and the Atlanta Regional Commission (ARC) to implement housing strategies compatible with the goals of the City of Hampton Land Use Plan.

- Strictly and equitably enforce codes and ordinances through the appropriate City departments.

Community Facilities

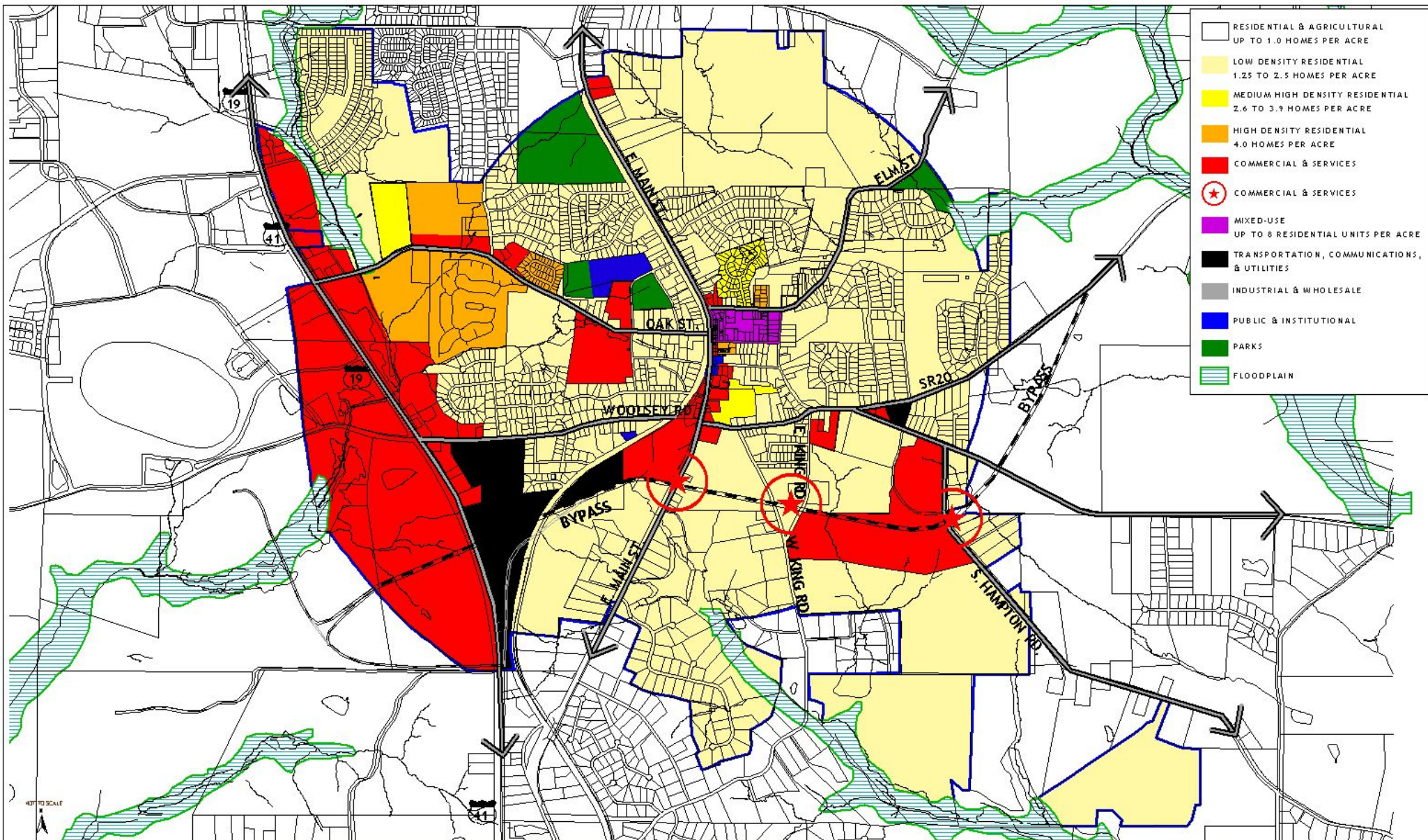
- Continue to explore and implement additional renovation of the historic train depot for sustained public use.
- Work with the GDOT to increase buffer standards along major transportation corridors.
- Continue to explore and fund needed improvements to City Hall.

Historic Preservation

- Continue to promote the “historic character” of downtown Hampton.
- Develop an inventory of specimen trees that are of aesthetic or historical importance.
- Continue to work on the development and implementation of a historic zoning overlay district.
- Develop historic district design guidelines for future downtown development and redevelopment.

Transportation – Pedestrian Oriented

- Review methods to connect older established neighborhoods to the downtown and other activity centers with a pedestrian network. This includes connecting existing residences adjacent to the realigned SR20 to new development along the bypass.
- Work with the railroad to build better pedestrian crossings at railroad intersections.
- Begin to implement streetscape improvement projects along Main Street with GDOT-approved Transportation Enhancement project funding.
- Implement City-wide bicycle and pedestrian improvements identified in the Downtown Master Plan.
- Implement the sidewalk improvements identified in the Short Term Work Program along Oak Street, Rosenwald Drive, and others.



FUTURE LAND USE PLAN 2005-2025 CITY OF HAMPTON, GEORGIA