PLAN HAPEVILLE 2025

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Plan Hapeville 2025

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Sec. 1.1.0 PRELIMINARIES

The City of Hapeville has made a strong commitment to involving citizen and business owners throughout the comprehensive planning process. The City has established a Steering Committee to guide the process, hosted a series of "Visioning Sessions," conducted public hearings and distributed resident and merchant surveys.

Sec. 1.1.1 Public Hearings

The initial public hearing announcing the beginning of the planning process was held on March 29, 2005 at Hoyt Recreation Center. Approximately 65 residents attended the hearing which focused on informing residents about the comprehensive planning process, gathering feedback from residents on the current condition and future hopes of Hapeville. Residents were introduced to the Steering Committee comprised of the Hapeville Planning Commission. Residents were invited to offer input on all elements of the Comprehensive Plan, and the resident surveys were distributed. Feedback centered on the process, new development occurring in Hapeville and protection of Hapeville's neighborhoods.

A second public hearing was held on July 5thand continued to July 19th to allow more time for consideration of the Plan. Public comment focused on the dynamics of the population projections, increasing density amid the desire to preserve Hapeville's small town character of and the nature and location of proposed "mixed use" development.

Sec. 1.1.2 Steering Committee

The Hapeville Planning Commission served as the Steering Committee for the purpose of soliciting public input. A meeting was held on June 28, 2005 to review goals, objective and strategies associated with the findings of the inventory and assessment. Public input centered on the location and scale of future development. The draft Future Land Use Map and primary implementing mechanism, that is, a proposed official zoning map, were presented. Dialogue focused on the new "Mixed Use" land use classification and the intensity of development facilitated by this classification. Preservation of single family neighborhoods was a theme of the discussion, as well control of scale of mixed use and commercial development. Many of the Plan goals, objective and strategies presented were endorsed. A second Committee meeting was held on June 29, 2005 for the purpose of reviewing revision to the Plan and FLUM.

Sec. 1.1.3 Visioning Sessions

The public participation process also encompassed visioning sessions. The first was identified as "Envisioning Hapeville's Future" and was conducted on March 15, 2005. This session was designed to expand public awareness concerning issues to be addressed in the Comprehensive Plan and development models that may be available to residents and stakeholders. The guest speaker for this session was the Economic & Community Development Manager of the City of Suwannee who shared that city's experience in redevelopment of the downtown.

Members of the Urban Land Institute conducted a second visioning session identified as the "Visual Preference Survey" on April 19, 2005. The purpose of this session was to receive public input concerning growth, development and architectural preferences. Participants cited many traditional neighborhood concepts such as pedestrian scale and character as well as a desire for upscale architectural styles.

Sec. 1.1.4 Opinion Survey

The City of Hapeville conducted a survey of residents and merchants in an attempt to solicit feedback concerning future directions for Hapeville. The survey framed statements that address topics encompassed in the Elements of the comprehensive plan. Sample resident and merchant surveys are included in Appendix F; information about the survey and responses is presented below:

Sec. 1.2.0 Resident Survey Results

The City of Hapeville sought resident input concerning the future of Hapeville as well as an assessment of quality of life measures and public services. A survey instrument containing 37 questions and reprinted in Table PP1 was mailed to all residential addresses, for a total of 2,100 surveys. Some 192 surveys were completed and returned. 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 Hapeville or any other topic.

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, the general themes reflected in the responses are based on an aggregation of the two categories of "Agree" and "Disagree." Significantly, the median favorable response rate of 52 percent was double the median unfavorable response rate of 23 percent. Average response rates showed this same outcome. Statements in the survey tended to be affirmative, therefore, support for the various topics addressed was generally stronger than were objections.

Responses are organized below in six topical areas, Residential Development, Neighborhood Quality, Economic Development, Public Facilities and Services, Greenspace and Access. General community sentiments are noted below:

Sec. 1.2.1 Residential Development

Survey questions concerning housing development were found in questions 1, 2, 3, 4, 5, 21, 22 and 31. These questions solicited input concerning the character of future residential development. A desire for population growth was indicated by 57 percent of respondents, while 26 percent gave a negative response. A significant portion of respondents, 65 percent, felt that population growth should be accommodated by single family dwellings on small lots. On the opposite side, 43 and 47 percent of respondents opposed "for sale" townhouses and upscale multifamily development, respectively. Just under one third supported these housing types. Less than half thought housing options were satisfactory.

Forty two percent of respondents versus 22 percent felt the City should encourage mid-rise residential construction in the Old First Ward and Virginia Park. A substantial portion, 68 percent, supported the redevelopment that is now occurring in Virginia Park. One premise posed in the survey pertaining to "demolition of small homes allowing much larger homes built" may prove very significant to the future character of Hapeville's neighborhoods. Some 45 percent agreed, while 33 percent opposed this premise.

Sec. 1.2.2 Neighborhood Quality

Specific statements in the survey attempted to identify opinions on aspects of neighborhoods that contribute to neighborhood quality. As to the question of the level of private home maintenance, more respondents than not, 42 percent, believed homes were not well maintained. A companion statement dealt with residential code enforcement; only 36 percent were satisfied and 33 percent believe enforcement could be stepped up.

Traditional neighborhood concepts (TND) have reinvented compact neighborhoods that Hapeville has enjoyed for decades. These feature a recognizable town center, walkable communities, neighborhood commercial nodes, neighborhood schools, a mix of commercial and residential uses in the same structure, neighborhood parks and street trees. In responding to such concepts, a substantial majority of residents supported the designation of the downtown as an historic district. A majority also endorsed neighborhood commercial development within easy walking distance of the neighborhood. Very strong support was recorded for Hapeville's Middle School, evidencing the strength of schools as community building assets.

Mixed use development with residences above storefront commercial was supported by a majority of respondents; however, the survey statement focused on the downtown. Such amenities as street trees and landscaping of public space, and public and private greenspace contribute to neighborhood quality. These amenities were supported, with trees and landscaping receiving an 88 percent favorable response rate. Also addressed below under "Access," respondents supported more sidewalks, more trails and more bike paths, in that order.

Sec. 1.2.3 Economic Development

Statements concerning economic development sought to gauge community support across a range of development topics. Significantly, 75 percent believed that it was important that jobs were available in Hapeville. Light industrial development was supported by 53 percent of residents. As indicated, a majority of residents, 51 percent, would like to see more neighborhood commercial development within an easy walk of neighborhoods. Survey responses also indicated support for mixed use development, featuring residences above street level stores and offices in the downtown and along Central Avenue. Somewhat surprising, given responses to other development models, was the majority of responses, 52 percent, registering support for encouragement of "strip commercial" development along North Central Avenue.

Sec. 1.2.4 Public Facilities and Services

City leaders regarded the survey as an opportunity for Hapeville residents to express opinions about a range of public services, including, police and fire protection, street maintenance, storm water management, waste collection, sign regulation and code enforcement. Respondents were very impressed with fire protection services in Hapeville, registering the strongest favorable response recorded in the survey, 93 percent. Police services were a close second in terms of public services, at an 84 percent favorable rating. Household waste collection services were deemed satisfactory by some 66 percent of respondents, and 58 percent believed that City regulation of advertising signs was adequate.

Respondents generally agreed that community services and facilities provided in Hapeville are adequate, with 60 percent responding favorably and only 19 percent unfavorably. However, specific services did not receive a favorable response. The handling of storm water, for example, received a favorable rating by only 40 percent of respondents while 37 percent rated this service as unfavorable. A substantial portion, 43 percent, rated street maintenance as less than adequate. Both residential and commercial code enforcement failed to garner a substantial favorable rating, although "undecided" comprised a significant portion of responses concerning these topics.

Sec. 1.2.5 Greenspace

More than half of the respondents supported public acquisition of greenspace; however, only 30 percent believed the community needs more parks. Half of respondents thought more active recreation areas were needed. Hapeville residents favored preservation of greenspace in new developments by an overwhelming margin, 78 percent. Trees and landscaping of right-of-ways was deemed important by 88 percent of respondents.

Sec. 1.2.6 Access

This series of questions sought comments on a range of transportation modes. Some 65 percent of respondents find it easy to move around the city by car. A slightly higher ratio, 70 percent, responded that more sidewalks are a priority. Substantially fewer, 49 percent, supported more trails in City parks and even fewer, 46 percent, supported more bike paths. A minority of respondents, 42 percent, was interested in walking from North Central to South Central across an improved railroad crossing. Least popular of all transportation modes was a shuttle service, although one-quarter of respondents were undecided.

Sec. 1.2.7 Residential Survey Summary

For a majority of respondents, Hapeville is poised for population growth and that should be in the single family detached segment of the market. Significantly, mid-rise residential construction, consistent with regional planning concepts as to urban form, was supported for Virginia Park and Old First Ward. These locations are well served by the regional transportation network and form Hapeville's most urbanized settings.

Responses to TND concepts of a recognizable town center, walkable communities, neighborhood commercial nodes, neighborhood schools, mixed use and neighborhood parks evidenced a desire to rekindle sense of place, perhaps, characterizing a national development trend. Designation of the downtown as an historic district, consistent with creating a "there," was opposed by only 10 percent of respondents and supported by nearly two-thirds.

Also relevant to sense of place are venues for local events and gathering spaces throughout communities. Preservation of greenspace during development and public acquisition of greenspace were deemed important in the survey responses. An underlying theme in the survey responses dealing with neighborhood character and quality was improvement of Hapeville's housing stock through more aggressive code enforcement, enhanced home maintenance and demolition of smaller homes in favor of larger, perhaps, more upscale housing. Redevelopment in Virginia Park, which has been more upscale in nature, is strongly supported in the survey results.

Transportation options are closely related to TND concepts that de-emphasize the role of the private automobile in daily life. Respondents generally endorsed the "more sidewalks, trails and bike paths" concepts; however, Hapeville residents continue their wariness over community shuttle transportation. Traffic in the city was not the focus of concern, as 65 percent of respondents reported that moving around by car was easy.

Importantly, respondents believed local employment was important, restricted to light industrial, commercial in the downtown and neighborhood commercial within easy walking distance of the neighborhoods. Mixed use development of residential and commercial in the same building was endorsed, particularly in the downtown.

As a "report card" on City services, the survey revealed the most favorable responses for Fire and Police services. Sign regulation and waste collection received passing grades; however, storm water management, code enforcement and street maintenance were thought to be in need of improvement.

Table PP1: City of Hapeville Resident Survey Results

Question	Favorable	Undecided	Unfavorable	No Answer
1.Population growth in Hapeville would be desirable	57%	15%	26%	3%
2. Population growth should be accommodated by single family on small lots	65%	15%	17%	3%
3. Population growth should be accommodated by "for sale" townhouse development	32%	22%	43%	2%
4. Population growth should be accommodated by upscale multifamily development.	32%	18%	47%	2%
5. The City should encourage mid-rise residential construction in the Old First Ward and Virginia Park.	42%	32%	22%	5%
6. Homes in Hapeville are well maintained.	32%	22%	42%	4%
7. I would like to see more neighborhood commercial development within an easy walk of my neighborhood.	51%	15%	32%	2%
8. It is important that jobs are available in Hapeville	75%	11%	13%	2%
9. I believe household waste collections in Hapeville are satisfactory.	66%	9%	23%	3%
10. Storm water is handled well throughout the city, and flooding is not a problem.	40%	21%	37%	3%
11. Trees and other landscaping along city streets are important to me.	88%	5%	6%	2%
12. The City does a good job of regulating advertising signs.	58%	21%	17%	5%
13. Community services and facilities provided in Hapeville are adequate.	60%	18%	19%	4%
14. Fire protection in Hapeville is satisfactory.	93%	5%	2%	2%
15. Police services in Hapeville are sufficient.	84%	7%	9%	2%
16. I am satisfied with residential code enforcement in Hapeville.	36%	27%	33%	3%
17. Hapeville needs more parks.	30%	23%	44%	2%
18. More active recreation areas.	50%	26%	22%	3%
19. It is important to me that new development preserves open space.	78%	13%	8%	2%
20. Hapeville should acquire open space through land purchase.	53%	27%	15%	4%
21. Housing options are satisfactory.	48%	26%	19%	7%
22. It is okay for small homes to be acquired, demolished and much larger homes built.	45%	15%	33%	6%
23. Street maintenance in Hapeville is adequate.	41%	11%	43%	4%
24. I would like more bike paths.	46%	26%	23%	5%
25. I would like more trails in City parks.	49%	27%	19%	5%
26. I would like to see more sidewalks.	70%	14%	14%	3%
27. It is easy to move around the city by car.	65%	7%	23%	5%
28. Commercial code enforcement seems to be adequate.	38%	31%	24%	7%
29. I would ride a community shuttle if it were available.	34%	25%	33%	7%
30. The downtown should be designated as an historic district.	58%	27%	10%	5%
31. I think the redevelopment occurring in Virginia Park is a good thing.	68%	19%	10%	3%
32. The Charter School is important to the community.	73%	18%	7%	3%
33. Mixed use development with residences above street level stores and office should be encouraged in the downtown and along Central Avenue	52%	18%	25%	5%
34. Light industrial development should be encouraged in Hapeville.	53%	16%	28%	3%
35. Strip commercial development should be encouraged along North Central Avenue	52%	16%	28%	4%
36. I would walk from North Central Avenue to South Central Avenue if the railroad crossing were more attractive.	42%	17%	30%	10%

Sec. 1.3.0 MERCHANT SURVEY RESULTS

The City of Hapeville also sought business owner input concerning the future of Hapeville as well as an assessment of quality of life measures and public services. A survey instrument containing 29 questions reprinted in Table PP2 was delivered to merchants. Merchant participation in the survey was somewhat limited with only 16 surveys completed and returned. Each question provided an opportunity for merchant comments concerning the individual topic as well as an opportunity to voice an opinion about the future of Hapeville or any other topic.

Responses were also 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, the general themes reflected in the responses are based on an aggregation of the two categories of "Agree" or "Disagree." Responses are organized below in six topical areas, Residential Development, Neighborhood Quality, Economic Development, Public Facilities and Services and Access. Merchant opinions are reflected below:

Sec. 1.3.1 Residential Development

Survey questions concerning housing development were found in questions 1, 3, 18 and 26. These questions solicited input concerning the character of present and future residential development. A desire for population growth was indicated by 88 percent of respondents, while 13 percent gave negative responses. A significant amount of respondents, 57 percent, believed that housing options were satisfactory, but only 31 percent observed that homes are well maintained. A substantial portion, 88 percent, supported the redevelopment that is now occurring in Virginia Park. As to the premise posed in the survey pertaining to "demolition of small homes allowing much larger homes to be built," some 69 percent agreed while 13 percent opposed this premise.

Sec. 1.3.2 Neighborhood Quality

Specific statements in the survey attempted to identify opinions on aspects of neighborhoods that contribute to neighborhood quality. Trees and other landscaping in the right-of-way were recognized as important to 56 percent of respondents. Only 44 percent believed the City should purchase land for greenspace, although 25 percent were undecided. A very strong majority, 88 percent, voiced support for preservation of greenspace in new development. Local schools contribute tremendously to sense of community, and 82 percent responded favorably to the importance of the new Hapeville Middle School.

Sec. 1.3.3 Economic Development

Only 38 percent of respondents agreed with a statement that linked a reluctance to expand their businesses with a weak market, although 25 percent were undecided. A strong majority, 69 percent, believed light industrial development should be encouraged. Slightly fewer, 63 percent, agreed that "strip commercial" development should be encouraged along North Central Avenue. These rates exceeded response rates by residents in each case. A very strong majority, 88 percent, endorsed redevelopment occurring in Virginia Park. This same ratio, and the highest recorded for any topic, agreed that population growth was desirable.

An 88 percent ratio was also recorded concerning more neighborhood commercial development within walking distance, perhaps reflecting the opinions of downtown core or merchants who operate within a more pedestrian environment. Mixed use development with residences above storefront commercial was supported by a majority of respondents; however, the survey statement focused on the downtown and North Central Avenue.

Significantly, 31 percent, nearly 1 merchant in 3, was undecided as to the appropriateness of creating a "downtown historic district." Only 56 percent responded favorably, suggesting that more public debate is needed on this topic.

Sec. 1.3.4 Public Facilities and Services

City leaders regarded the survey as an opportunity for Hapeville business owners to express opinions about a range of public services, including, police and fire protection, street maintenance, storm water management, waste collection, sign regulation and code enforcement. As with resident responses, merchants also gave high marks to fire protection services in Hapeville; police services were also well regarded.

Street maintenance received a 69 percent favorable rating, marginally higher than the 63 percent favorable response rate concerning commercial waste collection and the City's handling of storm water. Street maintenance and storm water was a concern for 32 percent of merchants responding.

More respondents reported being unsatisfied with commercial code enforcement than satisfied, although a similar statement about commercial code enforcement found 81 percent assessing these services as "adequate." This statement generated the highest "undecided" response at 38 percent. A general statement concerning the adequacy of community services and facilities generated an 82 percent favorable response rate.

Sign regulation is an important issue for business owners. Three out of four respondents reported that the City does a good job of regulating advertising signs; less than 1 in 5 disagreed.

Sec. 1.3.5 Access

A series of questions sought comments on Hapeville's transportation system. Some 75 percent of respondents find it easy to move around the city by car. An identical portion responded that more sidewalks are a priority, and 63 percent endorsed more bike paths. A majority of respondents, 57 percent, were interested in walking from North Central to South Central across an improved railroad crossing. Merchant response to a community shuttle was much more positive than resident responses.

Table PP2: City of Hapeville Merchant Survey Results

Question	Favorable	Undecided	Unfavorable	No Answer
1. Population growth in Hapeville would be desirable	88%	0%	13%	0%
2. Community Services and facilities provided in Hapeville are adequate	82%	6%	13%	0%
3. It is okay for small homes to be acquired, torn down and much larger homes built	69%	19%	13%	0%
4. Street maintenance in Hapeville adequate	69%	0%	32%	0%
5. Fire protection in Hapeville is satisfactory	87%	13%	0%	0%
6. Police services in Hapeville is sufficient	75%	6%	19%	0%
7. I am satisfied with commercial code enforcement in Hapeville	31%	38%	32%	0%
8. It is important to me that new development reserves open space	88%	0%	13%	0%
9. I would like to see more bike paths	63%	25%	12%	0%
10. I would like to see more sidewalks	75%	19%	6%	0%
11. It is easy to move around the city by car	75%	6%	19%	0%
12. I would like to see more neighborhood commercial development within walking distance of Hapeville neighborhoods	88%	13%	0%	0%
13. Commercial code enforcement seems to be adequate	81%	6%	13%	0%
14. I would like to ride a community shuttle if it were available	56%	13%	31%	0%
15. The downtown should be an historic district	56%	31%	12%	0%
16. I think the redevelopment occurring in Virginia Park is a good thing	88%	13%	0%	0%
17. The charter school is important to the community	82%	19%	0%	0%
18. Homes in Hapeville are well maintained	31%	25%	44%	0%
19. Mixed use development with residences above street level stores and office should be encouraged in the downtown and along Central avenue	63%	19%	12%	6%
20. Light industrial development should be encouraged in Hapeville	69%	6%	25%	0%
21. Strip commercial development should be encouraged along North Central Avenue	63%	6%	32%	0%
22. I would walk from North Central Avenue to South Central Avenue id the crossing was more attractive	57%	25%	19%	0%
23. I would expand my business but I don't see the market improving	38%	25%	19%	19%
24. I believe commercial waste collection in Hapeville are satisfactory	63%	19%	19%	0%
25. Hapeville should acquire open space through land purchase	44%	25%	32%	0%
26. Housing Options in Hapeville are satisfactory	57%	13%	31%	0%
27. Storm Water is handles well throughout the city, and flooding is not a problem	63%	6%	32%	0%
28. Trees and other landscaping along city streets are important to me	56%	0%	6%	38%
29. The city does a good job of regulating advertising sign	75%	6%	19%	0%

POPULATION ELEMENT

Sec. 2.1.0 PRELIMINARIES

Sec. 2.1.1 – Introduction

Reliable estimates of future population are essential to anticipating the educational, employment, housing, social services and community facility needs of Hapeville residents. The Population Element examines population trends over the past 20 years projects and characterizes the population throughout the next 20 years. This Element also examines population demographics such as age distribution and household size for the purpose of tailoring public services, shaping private development, particularly housing development, and matching employment to the needs and abilities of Hapeville residents. The City of Hapeville plays a critical role in provision of public facilities such as streets and water and sanitary sewer systems. While the private market controls many aspects of residential, commercial and industrial development, the City has had a substantial impact on private development.

Sound demographic analyses also enable the City to plan public services such as parks and recreation and social services as well as influence decisions concerning public schools, libraries, health care and senior centers. Importantly, information about such demographics as family size, resident age and household income can be helpful in guiding private market housing development. The Population Element provides important information to local decision makers by building a demographic profile of Hapeville's past, present and future population.

Information about Hapeville's future population may also be used to identify desirable population growth rates, residential densities and development patterns consistent with community goals and policies established in the Plan. Population growth, and the jobs, services, public infrastructure and housing needed to support that growth, impacts land and natural resources. The Population Element is, therefore, linked to the Economic Development, Community Facilities and Services, Transportation, Housing and Land Use Elements. The Natural and Cultural Resources Element is also linked to population and identifies environmental and historic resource constraints tempering future development.

Sec. 2.1.2 – Population

The Georgia Department of Community Affairs establishes minimum standards for preparation of a Comprehensive Plan. The standards involve a three-step process: (1) inventory of current conditions, (2) assessment of current and future conditions and (3) formulation of a community vision, including goals and implementation strategies. These three steps are applied to Hapeville below:

Sec 1.2.0 INVENTORY OF CURRENT CONDITIONS

Various demographics characterizing Hapeville's population have been collected. These include historic data, referring to the past 20 years, at five-year intervals, and 2000 Census data and projections through the year 2025, also at five-year intervals. Specific demographics found in this Plan are presented below:

Total Population. Hapeville's past, present and future population totals as well as respective growth rates are compared to those for Fulton County and Georgia. Annual projections are provided for 2005-2010.

In 1980, Hapeville was home to 6,166 residents. Expansion of Hartsfield Jackson Atlanta International Airport diminished Hapeville's geography and population, which by 1990 had fallen to 5,483. Limited infill development and larger family sizes boosted population by the 2000 Census and Hapeville rebounded to 6,180 residents.

Table P1. Total Population: Hapeville, Fulton and Georgia

Jurisdiction	1980	1990	2000
Hapeville	6,166	5,483	6,180
Fulton County	589,504	648,951	816,006
Georgia	5,457,566	6,478,216	8,186,453

Source: U.S. Census 1980, 1990 and 2000.

Fulton County, an urban county in the Atlanta metropolitan region and largest county in Georgia, also logged gains, growing some 10.1 percent between 1980 and 1990, and 25.7 percent more by 2000. Georgia recorded even higher population growth for the two decades, 18.7 and 26.4 percent, respectively. Population totals and rates of change in population are recorded in Tables P1 and P2, respectively.

Table P2. Change in Population: Hapeville, Fulton and Georgia

Jurisdiction	1980	1990	2000
Hapeville	-35.5%	-11.1%	12.7%
Fulton County	NA	10.1%	25.7%
Georgia	41.2%	18.7%	26.4%

Source: U.S. Census 1980, 1990 and 2000.

Sec. 2.2.1 - Population Projections

The Georgia Department of Community Affairs has prepared population projections for Hapeville through the year 2025. The Department's projections are very conservative, reflecting an increase in population of only 18 residents over the next 20 years. These projections and percentage change are found in Table P3. One technique for projecting Hapeville's population is to calculate the ratio of Hapeville's population in 2000 to Fulton County's population. This same ratio or proportion is then applied to DCA's population projections for Fulton County through 2025. Projections and growth rates for Fulton County through the year 2025 are presented in Table P4; population projections and growth rates for Georgia are presented in Table P5.

Table P3. Population Projections: Hapeville

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total Population	6,166	5,825	5,483	5,832	6,180	6,184	6,187	6,191	6,194	6,198
Percentage	N/A	-5.5%	-5.9%	6.4%	6.0%	0.1%	0.0%	0.0%	0.1%	0.1%

Source: U.S. Census 1980, 1990 and 2000; projections by Department of Community Affairs.

Table P4. Total Population and Percentage Change: Fulton County

Category	1980	1985	1990	1995	2000
Total	589,904	619,428	648,951	732,479	816,006
Percentage	N/A	5.00%	4.77%	12.87%	11.40%
Category	2005	2010	2015	2020	2025
Total	872,532	929,057	985,583	1,042,108	1,098,634
Percentage	6.93%	6.48%	6.08%	5.74%	5.42%

Source: U.S. Census 1980, 1990 and 2000; projections by Department of Community Affairs.

Table P5. Population and Percentage Change: Georgia

Year	1980	1985	1990	1995	2000	2001	2002	2003	2004
Total	5,484,440	5,962,720	6,506,530	7,323,980	8,229,820	8,338,460	8,449,130	8,560,620	8,670,510
Percent	N/A	8.72%	9.12%	12.56%	12.37%	1.32%	1.33%	1.32%	1.28%
Year	2005	2006	2007	2008	2009	2010	2015	2020	2025
Total	8,784,650	8,895,580	9,008,670	9,122,070	9,235,630	9,349,660	9,940,380	10,550,700	11,185,100
Percent	1.39%	1.26%	1.27%	1.26%	1.24%	1.23%	6.32%	6.14%	6.01%

Source: U.S. Census, 1980, 1990 and 2000; projections by Department of Community Affairs.

The validity of this proportional technique is impacted by the degree to which the population growth and density characteristics of the respective jurisdictions are comparable. Considerable variation in land development, density and growth potential is found in traveling north to south in Fulton County. Hapeville is virtually confined to the present city limits, which comprise an area far less extensive than Fulton County and limit development potential. Offsetting this limitation is the likelihood of (1) densification of population through infill development on vacant land, (2) redevelopment of dilapidated properties and (3) higher density development in locations appropriate for such density. These factors will shape population growth over the next 10 years and, perhaps, beyond. Hapeville is an urbanized area expected to experience further urbanization as the city is sandwiched between two huge employment generators, downtown Atlanta and the airport. Redevelopment at ever-greater densities for a portion of the city is projected to continue through 2025 when the city is expected to be "built out." The Land Use Element presents data on areas planned as future residential development and redevelopment. Table P10 presents population projections for Hapeville based on a "proportion" of Fulton County's projected population.

A second technique for projecting future population relies on recent trends in housing construction, that is, the number of units being permitted in the Hapeville market each year. Density has a significant impact on such projections as even a doubling in the number of units per acre, that is, residential density, can obviously double the number of residents generated. Planned residential density is correlated with acreage planned for residential development. Market demand also impacts population growth with housing construction trends and market assessments used to project the volume and timing of population expansion.

As indicated in Table P6, 107 dwelling units were added in the 5-year period of 2000 to 2004. A total of 284 residents could be associated with this development, as indicated in Table P7. However, demolition of the 39 dwelling units indicated in Table P8, units removed from the housing inventory, must be subtracted from this total, yielding a net gain in population of only 181 residents in a 5-year period, or 36 residents annually.

Such historical residential building permit data were compared to the availability of undeveloped property suitable for residential development and land believed to ripe for redevelopment. This was done to validate population projections based on housing construction, as land must be available to accommodate the number of units projected at the density and unit type anticipated. Land is available to accommodate a continuation of recent construction activity. In fact, undeveloped land and land ready for redevelopment will easily accommodate such growth.

Table P6. Hapeville Building Permit Data

	SF Dwellings	MF Dwellings	Units per MF Dwelling	Total Permits Issued
2000	1	1	3	2
2001	3	-	-	3
2002	7	-	-	7
2003	1	1	4	2
2004	11	3	77	14
TOTAL	23		84	
ANNUAL	4.6		16.8	

Source: City of Hapeville Community Services Department, 2005.

Table P7. Population added since 2000

Year	HH Size	SF POP	MF POP
2000	2.65	3	8
2001	2.65	8	0
2002	2.65	19	0
2003	2.65	3	11
2004	2.65	29	204
TOTAL		61	223
GRAND TOTAL			284

Source: City of Hapeville Community Services Department, 2005.

Table P8. City of Hapeville Residential Demolitions

Year	Residential Demolitions
2000	11
2001	3
2002	3
2003	5
2004	17
TOTAL	39

Source: City of Hapeville Community Services Department, 2005.

Based on several factors, including (1) land use recommendations of the LCI Virginia Park Study, (2) accelerating markets in the Tri-Cities and (3) acceptance of higher density in appropriate locations, growth expected over the period of the Plan is believed to be much higher than historical permit data indicate. Accordingly, projections have been made based on the full development and redevelopment potential of land in the four quadrants of the city. The values presented in Table P10 assume a household size of 2.72 and were used to project the population from 2005 through 2015; household size was adjusted to 2.84 for the period 2015 through 2025. Market absorption of approximately 50 units per year was used through 2015, tapering off to half that rate from 2015 forward as the acceptable development capacity of the land is reached.

Table P9. Hapeville Residential Development by Quadrant

Quadrant	SF	HH Size	Residents	TH	HH Size	Residents	MF	HH Size	Residents
NE	35	2.72	95	0	1.6	0	0	1.6	0
SE	20	2.72	54	122	1.6	195	253	1.6	405
SW	11	2.72	30	85	1.6	135	77	1.6	124
NW	13	2.72	35	13	1.6	26	62	1.6	98
TOTAL	79		215	198	1.6	317	392		627
GRAND TOTAL	1,159								

Source: City of Hapeville Economic Development Department, 2005. TH, Townhouse densities are assumed to be 8 dwelling units per acre; MF, Multifamily is high-density development at 15 units per acre in either the "for sale" or "rental" market.

A combination of medium and high-density development is anticipated in the southern, more urbanized portion of Hapeville. Extrapolating population growth over the period 2005 through 2025, the projected population in 2025 in terms of land available for development and density appropriate to the context is 8,101 residents. Population totals for intervening years are shown in Table P10.

These projections anticipate continuing demand for housing at varying densities, influenced by growth of the region and propelled by continuing interest in the "intown" lifestyle characterizing Hapeville.

As an urbanized place, Hapeville does not encompass the rural and suburban character of Georgia. Fulton County does encompass such variability and the rates of growth projected for Georgia can be expected to be more consistent with those projected for Fulton County. A comparison of Tables P4 and P5 bears this out, as the projected population growth rates of Fulton County closely resemble those for Georgia. To the extent that the projections of Table P10 are realized, Hapeville's growth, driven by urban density, will outpace that of the county and the state until 2015 when finite limits and public policy as to density will cause a decline in Hapeville's population growth rate.

Fulton County has developed projections for the county and each municipality in Fulton County. These projections are much more aggressive than those of the Department and compare well to the Buildable Land Based projections through 2015. The projections of the Buildable Land Based and Fulton County Ratio Based methods and the Fulton County Demographer are presented in Table P10.

Table P10. Population Projections: Hapeville

Year	1980	1985	1990	1995	2000	2001	2002	2003	2004
Buildable Land Based	6,166	5,825	5,483	5,832	6,180	6,216	6,252	6,288	6,324
Percentage Change	NA	-5.5%	-5.9%	6.4%	5.97%	0.58%	0.58%	0.58%	0.57%
Fulton County Ratio Based	6,166	5,825	5,483	5,832	6,180	6,266	6,351	6,437	6,522
Percentage Change	NA	-5.5%	-5.9%	6.4%	6.0%	1.4%	1.4%	1.4%	0.0%
Fulton County Demographer	6,166	5,825	5,483	5,832	6,180	6,247	6,314	6,381	6,449
Percentage Change	NA	-5.5%	-5.9%	6.4%	6.0%	1.1%	1.1%	1.1%	1.1%
Year	2005	2006	2007	2008	2009	2010	2015	2020	2025
Buildable Land Based	6,360	6,476	6,592	6,708	6,824	6,940	7,519	7,811	8,101
Percentage Change	0.57%	1.82%	1.79%	1.76%	1.73%	1.70%	8.35%	3.88%	3.71%
Fulton County Ratio Based	6,608	6,694	6,779	6,865	6,951	7,036	7,464	7,892	8,320
Percentage Change	2.7%	1.3%	1.3%	1.3%	1.3%	1.2%	6.1%	5.7%	5.4%
Fulton County Demographer	6,528	6,592	6,656	6,720	6,787	6,849	7,441	7,970	8,490
Percentage Change	1.2%	1.0%	1.0%	1.0%	1.0%	0.9%	8.6%	7.1%	6.5%

Source: U.S. Census 1980, 1990 and 2000; buildable land and ratio based projections by Strategic Planning Initiatives LLC; Fulton County projections by Fulton County Department of Environment and Community Development.

Sec. 2.2.2 - Household Data

Information about individual households is critical to planning as the household is considered the 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 a single dwelling unit. Data presented below include past, 2005 and projected number and average size of Hapeville households.

Table P11. Total Households: Hapeville, Fulton County and Georgia

Location	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Hapeville	2,594	2,482	2,369	2,372	2,375	2,320	2,266	2,211	2,156	2,101
Fulton	225,308	241,224	257,140	289,191	321,242	345,226	369,209	393,193	417,176	441,160
Georgia	1,886,550	2,124,630	2,380,830	2,684,490	3,022,410	3,265,030	3,501,380	3,727,580	3,929,140	4,108,410

Source: U.S. Census 1980, 1990 and 2000; projections by Department of Community Affairs.

Generally, the number of households occupying individual dwelling units tracks population. However, as the size of household changes, the relationship between population and number of housing units may also change. Household size in Fulton County varies over the period 1980 to 2025 as seen in Table P13. Marginally smaller households in Fulton are the trend between 1980 and 2000, and Department of Community Affairs projects this trend to continue through 2025 when average household size may reach a remarkably low 2.32 persons per household.

Projections of statewide trends are similar to those of Fulton, with household size trending downward from 1980 to 2000. However, a notable difference is that the size of households across Georgia is substantially higher than Fulton, and is expected to remain so through 2025.

Table P12. Median Age: Hapeville, Fulton County, Georgia and United States

	US	Georgia	Fulton	Hapeville
Both sexes	35.3	33.4	32.7	33.1
Male	34.0	32.1	31.6	32.5
Female	36.5	34.6	33.8	34.0

Source: U.S. Census 2000

Hapeville witnessed an increase in average household size between 1990 and 2000. This is explained by a decrease in median age and an increase in the younger age ranges. Even as the U.S. population is aging, based on the trend from 1990 to 2000, and renewed interest in Hapeville as a location to raise a family, increased household size is projected to characterize Hapeville's population through 2025.

Table P13: Average Household Size Hapeville, Fulton and Georgia

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Hapeville	2.36	2.34	2.31	2.46	2.65	2.66	2.72	2.78	2.84	2.9
Fulton	2.54	2.49	2.44	2.44	2.44	2.42	2.39	2.37	2.34	2.32
Georgia	2.83	2.73	2.66	2.65	2.65	2.61	2.59	2.59	2.6	2.63

Source: U.S. Census 1980, 1990 and 2000; projections by Department of Community Affairs.

Household size in Hapeville in 2000 resembled that of the state more than that of Fulton County. This is evidence of an orientation toward family and children, and evidence of the small town charm that gives Hapeville a sense of place. Discovery of this character is expected to continue to attract permanent residents and drive household size above other locales in Fulton County.

Department of Community Affairs projects a negligible expansion in population for Hapeville while projecting an 11.5 percent decrease in the number of households. This can only be possible through an increase in household size. This increase indicates an increase in family size and an increase in the younger age ranges. Significantly, this trend suggests further growth and a stable community.

Table P14: Projected Population, Household Size and Households: Hapeville

Year	1980	1985	1990	1995	2000	2001	2002	2003	2004
Population	6,166	5,825	5,483	5,832	6,180	6,216	6,252	6,288	6,324
HH Size	2.36	2.34	2.31	2.46	2.65	2.65	2.65	2.66	2.66
Households	2,594	2,482	2,369	2,372	2,375	2,378	2,381	2,385	2,388
Year	2005	2006	2007	2008	2009	2010	2015	2020	2025
Population	6,360	6,476	6,592	6,708	6,824	6,940	7,519	7,811	8,101
HH Size	2.66	2.67	2.68	2.7	2.71	2.72	2.78	2.84	2.9
Households	2,391	2,423	2,455	2,487	2,519	2,551	2,705	2,750	2,793

Source: U.S. Census 1980, 1990 and 2000; population projections by Strategic Planning Initiatives LLC; household size projections by Department of Community Affairs; dwelling unit figures account for projected vacancy rates.

Sec. 2.2.3 - Households, Population and Dwelling Units

Findings of the Population Element, including projected total population and household size, must bear a relationship to the total number of dwelling units in Hapeville projected in the Housing Element. Each “household” must have a corresponding dwelling unit to become residents of Hapeville. In other words, families and other households must a have a place to live. Table P14 displays Hapeville’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. Dwelling unit projections must also be adjusted by an historic vacancy rate in 2000 of 6.24 percent and a projected vacancy rate in 2025 of 4.0 percent, as not all units can be expected to be occupied at all times. The total population is 8,101 residents to occupy the number of dwelling units, which were projected, based on land in Hapeville planned as residential.

Sec. 2.2.4 - Age Distribution

The number of people in each age range, that is, age distribution, is important to assessing demand for various housing types and public services. This is particularly important over time as such data is an indication of the direction in which the population is heading, such as an aging population or a population entering family-forming age ranges. Data concerning the past, present and future distribution by age group is presented here.

In 1980, 27 percent of Fulton County residents were under the age of 18. This ratio slipped marginally to 24 percent in 1990 and remained stable at 25 percent in 2000. Hapeville, by contrast at 16 percent, lacked a substantial portion of residents in this age group in 1980 and dropped further still to 15 percent in 1990. A significant statistic though is the sharp increase to 19 percent by 2000. This substantiates the finding that household size increased since 1990, accounting for the population increase noted as opposed to an increase in the number of actual housing units. This can be seen in Tables P17 and P18.

At the other end of the spectrum are seniors, aged 55 and older. Fulton County witnessed a decline in the percentage of residents in this age group between 1980 and 1990 and another decrease by 2000, dropping to 15 percent of total population. More telling of a turn toward families and larger households is the precipitous drop in the percentage of this age group in Hapeville, falling from 21 percent of total population in 1980 to only 13 percent by 2000.

The final group having implications for future age distribution is individuals aged 18 to 34. In 1980, this group accounted for 33 percent of total population in Fulton County. This ratio remained somewhat constant through 2000 when 30 percent was recorded. A subgroup of this population, those aged 35-44 and, perhaps, an indication of present families rose some 5 percent in Fulton between 1980 and 2000. In Hapeville, the population group 18-34 actually declined 2 percentage points between 1980 and 2000, and significantly, was approximately 10 percentage points below Fulton for each Census, hovering near 21 percent. Those aged 35-44 expanded by 4 percent in Hapeville between 1980 and 2000. In summary, the age ranges believed to forecast future growth of families declined in Hapeville at a time when the number of children was expanding.

Table P15. Population by Age Group: Fulton County

Category	1980	1990	2000
0 – 4 Years Old	40,242	48,217	56,819
5 – 13 Years Old	79,325	84,347	112,247
14 – 17 Years Old	39,595	24,621	30,224
18 – 20 Years Old	34,222	33,298	37,427
21 – 24 Years Old	48,527	44,801	52,175
25 – 34 Years Old	111,938	127,222	151,534
35 – 44 Years Old	69,233	108,957	137,850
45 – 54 Years Old	55,418	67,089	109,132
55 – 64 Years Old	49,948	45,607	59,608
65 and over	61,456	64,792	68,990

Source: U.S. Census 1980, 1990 and 2000.

Table P16. Percentage of Population by Age Group: Fulton County

Category	1980	1990	2000
0 – 4 Years Old	7%	7%	7%
5 – 13 Years Old	13%	13%	14%
14 – 17 Years Old	7%	4%	4%
18 – 20 Years Old	6%	5%	5%
21 – 24 Years Old	8%	7%	6%
25 – 34 Years Old	19%	20%	19%
35 – 44 Years Old	12%	17%	17%
45 – 54 Years Old	9%	10%	13%
55 – 64 Years Old	8%	7%	7%
65 and over	10%	10%	8%

Source: U.S. Census 1980, 1990 and 2000.

Table P17. Population by Age Group: Hapeville

Category	1980	1990	2000
0 – 4 Years Old	304	374	411
5 – 13 Years Old	661	596	874
14 – 17 Years Old	359	168	226
18 – 20 Years Old	294	219	266
21 – 24 Years Old	455	326	427
25 – 34 Years Old	1,058	1,046	1,092
35 – 44 Years Old	665	771	973
45 – 54 Years Old	675	569	807
55 – 64 Years Old	896	507	438
65 and over	799	907	666

Source: U.S. Census 1980, 1990 and 2000.

Table P18. Percentage of Population by Age Group: Hapeville

Category	1980	1990	2000
0 – 4 Years Old	4%	5%	7%
5 – 13 Years Old	8%	8%	14%
14 – 17 Years Old	4%	2%	4%
18 – 20 Years Old	4%	3%	43%
21 – 24 Years Old	6%	4%	7%
25 – 34 Years Old	13%	14%	18%
35 – 44 Years Old	8%	10%	16%
45 – 54 Years Old	8%	8%	13%
55 – 64 Years Old	11%	7%	7%
65 and over	10%	12%	11%

Source: U.S. Census 1980, 1990 and 2000.

Information concerning age distribution projections for Fulton County and Hapeville is presented in Tables P19 through P21.

Table P19. Age Distribution: Fulton County

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
0 – 4 Years Old	40,242	44,230	48,217	52,518	56,819	60,963	65,108	69,252	73,396	77,540
5 – 13 Years Old	79,325	81,836	84,347	98,297	112,247	120,478	128,708	136,939	145,169	153,400
14 – 17 Years Old	39,595	32,108	24,621	27,423	30,224	27,881	25,539	23,196	20,853	18,510
18 – 20 Years Old	34,222	33,760	33,298	35,363	37,427	38,228	39,030	39,831	40,632	41,433
21 – 24 Years Old	48,527	46,664	44,801	48,488	52,175	53,087	53,999	54,911	55,823	56,735
25 – 34 Years Old	111,938	119,580	127,222	139,378	151,534	161,433	171,332	181,231	191,130	201,029
35 – 44 Years Old	69,233	89,095	108,957	123,404	137,850	155,004	172,159	189,313	206,467	223,621
45 – 54 Years Old	55,418	61,254	67,089	88,111	109,132	122,561	135,989	149,418	162,846	176,275
55 – 64 Years Old	49,948	47,778	45,607	52,608	59,608	62,023	64,438	66,853	69,268	71,683
65 and over	61,456	63,124	64,792	66,891	68,990	70,874	72,757	74,641	76,524	78,408

Source: U.S. Census, 1980, 1990 and 2000; projections by Department of Community Affairs.

Table P20. Percentage Age Distribution: Fulton County

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
0 – 4 Years Old	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
5 – 13 Years Old	13%	13%	13%	13%	14%	14%	14%	14%	14%	14%
14 – 17 Years Old	7%	5%	4%	4%	4%	3%	3%	2%	2%	2%
18 – 20 Years Old	6%	5%	5%	5%	5%	4%	4%	4%	4%	4%
21 – 24 Years Old	8%	8%	7%	7%	6%	6%	6%	6%	5%	5%
25 – 34 Years Old	19%	19%	20%	19%	19%	18%	18%	18%	18%	18%
35 – 44 Years Old	12%	14%	17%	17%	17%	18%	18%	19%	20%	20%
45 – 54 Years Old	9%	10%	10%	12%	13%	14%	15%	15%	16%	16%
55 – 64 Years Old	8%	8%	7%	7%	7%	7%	7%	7%	7%	7%
65 and over	10%	10%	10%	9%	8%	8%	8%	8%	7%	7%

Source: U.S. Census 1980, 1990 and 2000; projections by Department of Community Affairs.

Fulton County is projected to have an increase in the ratio of individuals 35-44 years old and those aged 45-54. No significant changes are projected in the ratio of other age cohorts. Projections for Hapeville indicate a marked decline in the 55-64 year old group and an increase in 0-4 years olds and 5-13 year olds. This is consistent with an increase in the family forming groups, ages 25-44, and is consistent with a younger population comprised of more families.

Table P21. Age Distribution: Hapeville

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
0 – 4 Years Old	304	339	374	393	411	438	465	491	518	545
5 – 13 Years Old	661	629	596	735	874	927	981	1,034	1,087	1,140
14 – 17 Years Old	359	264	168	197	226	193	160	126	93	60
18 – 20 Years Old	294	257	219	243	266	259	252	245	238	231
21 – 24 Years Old	455	391	326	377	427	420	413	406	399	392
25 – 34 Years Old	1,058	1,052	1,046	1,069	1,092	1,101	1,109	1,118	1,126	1,135
35 – 44 Years Old	665	718	771	872	973	1,050	1,127	1,204	1,281	1,358
45 – 54 Years Old	675	622	569	688	807	840	873	906	939	972
55 – 64 Years Old	896	702	507	473	438	324	209	95	0	0
65 and over	799	853	907	787	666	633	600	566	533	500

Source: U.S. Census 1980, 1990 and 2000; projections by Department of Community Affairs.

Table P22. Age Distribution: Hapeville Percentage

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
0 – 4 Years Old	247	233	274	292	309	318	416	451	469	567
5 – 13 Years Old	493	466	439	525	680	700	833	977	1,015	1,134
14 – 17 Years Old	247	175	110	175	185	127	139	150	78	81
18 – 20 Years Old	247	175	164	175	185	191	208	226	234	243
21 – 24 Years Old	370	291	219	292	309	318	347	376	391	405
25 – 34 Years Old	802	757	768	816	803	827	972	1,053	1,094	1,134
35 – 44 Years Old	493	524	548	642	742	827	972	1,128	1,250	1,296
45 – 54 Years Old	493	466	439	525	618	636	763	827	859	972
55 – 64 Years Old	678	524	384	350	309	254	208	75	0	0
65 and over	617	641	658	583	494	509	486	526	469	486
Population	6,166	5,825	5,483	5,832	6,180	6,360	6,940	7,519	7,811	8,101

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

Sec. 2.2.5 - Racial Composition

The Georgia Department of Community Affairs requires that racial characteristics of residents be compiled and future trends identified. A comparison of data and trends for Fulton County and Hapeville over the past two decades is presented.

Table P23. Population by Race: Fulton County

Race	1980	1990	2000
White alone	280,334	309,901	392,598
Black or African American alone	303,508	324,008	363,656
American Indian and Alaska Native alone	644	981	1,514
Asian or Pacific Islander	2,926	8,380	25,169
Other race	2,492	5,681	33,069

Source: U.S. Census, 1980, 1990 and 2000.

Table P24. Percentage of Population by Race: Fulton County

Race	1980	1990	2000
White alone	47%	48%	48%
Black or African American alone	51%	50%	44%
American Indian and Alaska Native alone	0%	0%	0%
Asian or Pacific Islander	0%	1%	3%
Other race	0%	1%	4%

Source: U.S. Census, 1980, 1990 and 2000.

Census reports virtually no change in the ratio of white population in Fulton County across three decades beginning in 1980. Losses in the percentage of blacks or Africans were largely offset by an increase in the Asian or Pacific group and Other races. Racial change was strongly evident in Hapeville, with whites declining from 94 percent in 1980 to only 52 percent by 2000. Most of this decrease is explained by an increase in the percentage of blacks or Africans, although the Asian or Pacific group and Other races combined accounted for 21 percent of total population in 2000.

Table P25. Population by Race: Hapeville

Race	1980	1990	2000
White alone	5,776	4,194	3,196
Black or African American alone	190	570	1,641
American Indian and Alaska Native alone	28	10	38
Asian or Pacific Islander	147	566	554
Other race	25	143	751

Source: U.S. Census, 1980, 1990 and 2000.

Table P26. Percentage Population by Race: Hapeville

Race	1980	1990	2000
White alone	94%	76%	52%
Black or African American alone	3%	10%	27%
American Indian and Alaska Native alone	0%	0%	1%
Asian or Pacific Islander	2%	10%	9%
Other race	0%	3%	12%

Source: U.S. Census, 1980, 1990 and 2000.

Hapeville has experienced a more significant shift in race than the county, with whites comprising 94 percent of the total in 1980 and 76 percent in 1990. By 2000, the proportion of the population that was white decreased to 52 percent. This decrease was accompanied by an increase in blacks, Asians and "Other" races. American Indians and Alaskan Natives have comprised a very small portion of Hapeville's population over the past two decades.

Sec. 2.2.6 - Racial Composition in the Future

Tables P27 and P28 indicate surprising stability in future racial make-up for Fulton County. As a group, blacks or Africans are projected to drop some 4 percent during this period. The gap is projected to be closed by the Asian or Pacific group and Other races that combined will comprise some 11 percent of the 2025 population. This same data is presented for Hapeville in Tables P29 and P30. Surprisingly, no whites are expected to live in Hapeville by the year 2025. According to Department of Community Affairs projections, the percentage of blacks or Africans reaches 55 in 2025 and the Asian or Pacific group and Other races attain ratios of 16 and 24 percent, respectively.

Table P27. Projected Racial Composition: Fulton

Race	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
White alone	280,334	295,118	309,901	351,250	392,598	420,664	448,730	476,796	504,862	532,928
Black or African American alone	303,508	313,758	324,008	343,832	363,656	378,693	393,730	408,767	423,804	438,841
American Indian and Alaska Native alone	644	813	981	1,248	1,514	1,732	1,949	2,167	2,384	2,602
Asian or Pacific Islander	2,926	5,653	8,380	16,775	25,169	30,730	36,291	41,851	47,412	52,973
Other race	2,492	4,087	5,681	19,375	33,069	40,713	48,358	56,002	63,646	71,290

Source: U.S. Census 1980, 1990 and 2000; projections by Department of Community Affairs.

Table P28. Projected Racial Composition by Percentage: Fulton

Race	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
White alone	47%	47%	48%	48%	48%	48%	48%	48%	48%	48%
Black or African American alone	51%	50%	50%	47%	44%	43%	42%	41%	41%	40%
American Indian and Alaska Native alone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Asian or Pacific Islander	0%	1%	1%	2%	3%	4%	4%	4%	5%	5%
Other race	0%	1%	1%	3%	4%	5%	5%	6%	6%	6%

Source: U.S. Census 1980, 1990 and 2000; projections by Department of Community Affairs.

Table P29. Projected Racial Composition: Hapeville

Race	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
White alone	5,776	4,985	4,194	3,695	3,196	2,551	1,906	1,261	616	0
Black or African American alone	190	380	570	1,106	1,641	2,004	2,367	2,729	3,092	3,455
American Indian and Alaska Native alone	28	19	10	24	38	41	43	46	48	51
Asian or Pacific Islander	147	357	566	560	554	656	758	859	961	1,063
Other race	25	84	143	447	751	933	1,114	1,296	1,477	1,659

Source: U.S. Census 1980, 1990 and 2000; projections by Department of Community Affairs.

Table P30. Projected Racial Composition by Percentage: Hapeville

Race	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
White Alone	94%	86%	76%	63%	52%	41%	31%	20%	10%	0%
Black or African American alone	3%	7%	10%	19%	27%	32%	38%	44%	56%	55%
American Indian and Alaska Native alone	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Asian or Pacific Islander	2%	6%	10%	10%	9%	11%	12%	14%	16%	16%
Other race	0%	1%	3%	8%	8%	15%	18%	21%	24%	24%

Source: U.S. Census 1980, 1990 and 2000; projections by Department of Community Affairs.

A trend toward larger families and diversity evidenced by the 2000 census is expected to continue. However, absent in the projections of Department of Community Affairs is housing construction since the 2000 census in Hapeville and nearby College Park. This construction has largely been in the upscale market. While this is by no means a conclusive indication that the decline in white population will be reversed, casual observation suggests that Hapeville is likely to experience the "gentrification" of neighborhoods occurring in city of Atlanta neighborhoods. In Hapeville, such upturns in housing prices are likely to displace residents across the range of races. A leveling off of the decline in whites appears to be a more likely outcome and Tables P31 and P32 incorporate a flatter rate of decline.

Table P31. Projected Racial Composition: Hapeville

Race	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
White alone	5,776	4,985	4,194	3,695	3,196	2,972	2,909	2,806	2,576	2,343
Black or African American alone	190	380	570	1,106	1,641	1,857	2,212	2,596	2,899	3,209
American Indian and Alaska Native alone	28	19	10	24	38	39	41	43	43	42
Asian or Pacific Islander	147	357	566	560	554	625	724	811	853	879
Other race	25	84	143	447	751	867	1,055	1,264	1,441	1,628
TOTAL	6,166	5,825	5,483	5,832	6,180	6,360	6,940	7,519	7,811	8,101

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

Table P32. Projected Racial Composition Percentage: Hapeville

Race	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
White alone	93.7%	85.6%	76.5%	63.4%	51.7%	46.7%	44.9%	37.3%	33.0%	28.9%
Black or African American alone	3.1%	6.5%	10.4%	19.0%	26.6%	29.2%	34.2%	34.5%	37.1%	39.6%
American Indian and Alaska Native alone	0.5%	0.3%	0.2%	0.4%	0.6%	0.6%	0.6%	0.6%	0.5%	0.5%
Asian or Pacific Islander	2.4%	6.1%	10.3%	9.6%	9.0%	9.8%	11.2%	10.8%	10.9%	10.8%
Other race	0.4%	1.4%	2.6%	7.7%	12.2%	13.6%	16.3%	16.8%	18.4%	20.1%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Sec. 2.2.7 - Educational Attainment

Statistical information concerning the educational levels of Hapeville residents is also required by the Department of Community Affairs. While the City of Hapeville does not directly provide public education, the City can advocate for educational programming tailored to resident needs and the demands of the employment market or those of institutions of higher learning. In addition, such workforce information as skill levels is helpful in recruiting businesses appropriate to the skills sets of Hapeville residents. Data presented here includes historic and current educational levels of the adult population. This is compared to surrounding counties and the state. Also included are recent dropout rates, standardized achievement test scores and the rate of high school graduates enrolling in post-secondary educational programs.

Sec. 2.2.8 - Educational Levels Compared

Educational levels in Hapeville rank below those in Fulton in the percentage of adults 25 years old and older who are high school graduates. In 2000, 85 percent of Fulton adults had earned a high school diploma or equivalency compared to only 68 percent of Hapeville adults 25 years old and older. More than twice as many Fulton adults have earned an Associate degree than have Hapeville adults. Fulton adults in this age group earned Bachelors degrees at nearly four times the rate of Hapeville adults in 2000. Fulton adults also earned graduate degrees at three times the rate of their counterparts in Hapeville in 2000. Approximately the same portion of residents in the two jurisdictions began a college degree program without finishing. Significantly, drop out rates for those adults who have no high school diploma for Hapeville were twice those of Fulton in 2000.

Table P33. Educational Attainment: Fulton

Category	1980	1990	2000
Less than 9th Grade	60,482	32,935	26,515
9th to 12th Grade (No Diploma)	57,857	59,201	56,568
High School Graduate (Includes Equivalency)	92,138	92,678	100,779
Some College (No Degree)	57,679	79,048	96,342
Associate Degree	NA	20,328	24,344
Bachelor's Degree	44,338	87,950	138,834
Graduate or Professional Degree	35,589	43,051	76,885

Source: U.S. Census 1980, 1990 and 2000.

Table P34. Percentage Educational Attainment: Fulton

Category	1980	1990	2000
Less than 9th Grade	17%	8%	5%
9th to 12th Grade (No Diploma)	17%	14%	11%
High School Graduate (Includes Equivalency)	26%	22%	19%
Some College (No Degree)	17%	19%	19%
Associate Degree	NA	5%	5%
Bachelor's Degree	13%	21%	27%
Graduate or Professional Degree	10%	10%	15%

Source: U.S. Census 1980, 1990 and 2000.

Table P35. Educational Attainment: Hapeville

Category	1980	1990	2000
Less than 9th Grade	762	590	543
9th to 12th Grade (No Diploma)	1,109	1,005	714
High School Graduate (Includes Equivalency)	1,254	994	1,179
Some College (No Degree)	627	642	974
Associate Degree	NA	84	85
Bachelor's Degree	244	433	296
Graduate or Professional Degree	98	59	187

Source: U.S. Census 1980, 1990 and 2000.

Table P36. Percentage Educational Attainment: Hapeville

Category	1980	1990	2000
Less than 9th Grade	19%	15%	14%
9th to 12th Grade (No Diploma)	27%	26%	18%
High School Graduate (Includes Equivalency)	31%	26%	30%
Some College (No Degree)	15%	17%	24%
Associate Degree	NA	2%	2%
Bachelor's Degree	6%	11%	7%
Graduate or Professional Degree	2%	2%	5%

Source: U.S. Census 1980, 1990 and 2000.

Table P37. Educational Attainment: Comparison of Counties, Georgia and Hapeville 2000.

Category	Fulton	Cobb	DeKalb	Fayette	Fulton	Gwinnett	Henry	Georgia	Hapeville
10th grade	4,538	7,383	8,536	783	14,428	6,945	2,723	199,588	192
11th grade	4,534	6,067	8,921	847	14,095	6,303	2,176	178,117	152
12th grade, no diploma	6,379	9,765	15,549	1001	18,721	10,725	2,416	184,178	145
5th and 6th grade	2,566	4,581	7,786	317	7,808	5,542	537	99,202	257
7th and 8th grade	3,459	6,307	7,718	664	10,446	5,668	1,936	184,266	167
9th grade	3,648	5,817	6,972	558	10,020	6,403	1523	156,299	138
Associate degree	8,495	23,141	26,005	4,268	24,823	27,146	5,026	269,740	85
Bachelor's degree	17,280	110,788	97,769	14,111	140,666	89,735	10,215	829,873	303
Doctorate degree	525	3,697	7,605	579	6,998	2,917	300	44,243	19
High school graduate (includes equivalency)	45,143	82,038	87,359	14,174	102,246	81,979	25,901	1,486,006	1,179
Master's degree	4,386	33,748	37,193	5,317	51,930	27,093	3,054	288,888	145
No schooling completed	2,188	3,003	6,086	159	6,116	4,290	324	69,445	138
Nursery to 4th grade	909	1,391	2,692	173	2,736	1,496	272	40,284	9
Professional school degree	1,353	8,945	13,522	1340	18,811	7,162	1,191	97,174	23
Some college, 1 or more years, no degree	24,372	63,375	69,303	10,099	71,953	62,479	11,926	712,109	700
Some college, less than 1 year	11,779	25,303	26,965	4,626	25,941	26,745	5,981	346,583	303
Total:	141,554	395,349	429,981	59,016	527,738	372,628	75,501	5,185,995	4,055

Source: U.S. Census 2000.

Table P38. Educational Attainment: Comparison Counties, Georgia and Hapeville 2000.

Category	Clayton	Cobb	DeKalb	Fayette	Fulton	Gwinnett	Henry	Georgia	Hapeville
10th grade	3%	2%	2%	1%	3%	2%	4%	2%	5%
11th grade	3%	2%	2%	1%	3%	2%	3%	3%	4%
12th grade, no diploma	5%	2%	4%	2%	4%	3%	3%	4%	4%
5th and 6th grade	2%	1%	2%	1%	1%	1%	1%	2%	6%
7th and 8th grade	2%	2%	2%	1%	2%	2%	3%	4%	4%
9th grade	3%	1%	2%	1%	2%	2%	2%	3%	3%
Associate degree	6%	6%	6%	7%	5%	7%	7%	5%	2%
Bachelor's degree	12%	28%	23%	24%	27%	24%	14%	16%	7%
Doctorate degree	0%	1%	2%	1%	1%	1%	0%	1%	6%
High school graduate (includes equivalency)	32%	21%	20%	24%	19%	22%	34%	29%	29%
Master's degree	3%	9%	9%	9%	10%	7%	4%	6%	4%
No schooling completed	2%	1%	1%	0%	1%	1%	0%	1%	3%
Nursery to 4th grade	1%	0%	1%	0%	1%	0%	0%	1%	6%
Professional school degree	1%	2%	3%	2%	4%	2%	2%	2%	1%
Some college, 1 or more years, no degree	17%	16%	16%	17%	14%	17%	16%	14%	17%
Some college, less than 1 year	8%	6%	6%	8%	5%	7%	8%	7%	7%
Total:	100%	100%	100%	100%	100%	100%	100%	100%	100%

Source: U.S. Census 2000.

Table P39: Educational Attainment Projections Fulton County

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Less than 9th Grade	19%	17%	15%	15%	14%	13%	11%	10%	9%	7%
9th to 12th Grade (No Diploma)	27%	27%	26%	22%	18%	16%	14%	11%	9%	6%
High School Graduate (Includes Equivalency)	31%	29%	26%	28%	30%	30%	30%	30%	30%	30%
Some College (No Degree)	15%	16%	17%	21%	24%	28%	30%	33%	36%	39%
Associate Degree	N/A	N/A	2%	2%	2%	N/A	N/A	N/A	N/A	N/A
Bachelor's Degree	6%	9%	11%	9%	7%	8%	8%	9%	9%	10%
Graduate or Professional Degree	2%	2%	2%	3%	5%	5%	6%	7%	7%	8%

Source: U.S. Census 1980, 1990 and 2000; projections by Department of Community Affairs.

Projections for future educational attainment for Fulton County and Hapeville have been provided by DCA. As expected, the high school drop-out rate for Fulton is projected to decline, actually down by more than half by 2025. Hapeville drop-out rates, which at 16 percent of adults aged 25 and older in 2000 were only half of Fulton rates, are also projected to decline through 2025. Only 13 percent of Hapeville adults in 2025 will lack a high school diploma.

Table P40: Educational Attainment Projections Hapeville

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Less than 9th Grade	762	676	590	567	543	488	434	379	324	269
9th to 12th Grade (No Diploma)	1,109	1,057	1,005	860	714	615	517	418	319	220
High School Graduate (Includes Equivalency)	1,254	1,124	994	1,087	1,179	1,160	1,142	1,123	1,104	1,085
Some College (No Degree)	627	635	642	808	974	1,061	1,148	1,234	1,321	1,408
Associate Degree	NA	NA	84	85	85	NA	NA	NA	NA	NA
Bachelor's Degree	244	339	433	365	296	309	322	335	348	361
Graduate or Professional Degree	98	79	59	123	187	209	232	254	276	298

Source: U.S. Census 1980, 1990 and 2000; projections by Department of Community Affairs.

Table P41: Educational Attainment Projections Hapeville Percentage

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Less than 9th Grade	19%	17%	15%	15%	14%	13%	11%	10%	9%	7%
9th to 12th Grade (No Diploma)	27%	27%	26%	22%	18%	16%	14%	11%	9%	6%
High School Graduate (Includes Equivalency)	31%	29%	26%	28%	30%	30%	30%	30%	30%	30%
Some College (No Degree)	15%	16%	17%	21%	24%	28%	30%	33%	36%	39%
Associate Degree	NA	NA	2%	2%	2%	NA	NA	NA	NA	NA
Bachelor's Degree	6%	9%	11%	9%	7%	8%	8%	9%	9%	10%
Graduate or Professional Degree	2%	2%	2%	3%	5%	5%	6%	7%	7%	8%

Source: U.S. Census 1980, 1990 and 2000; projections by Department of Community Affairs.

Sec. 2.2.9 - State and Regional Comparisons

Hapeville residents compete in a regional job market. Accordingly, the educational attainment of residents of surrounding counties and other areas of the state impacts the ability of Hapeville residents to obtain desirable employment. A very significant statistic found in Table P38 is the percentage of residents earning a four-year Bachelor’s degree. Only 17 percent of Hapeville residents earned such a degree in 2000, and more significantly as seen in Table P38, Fulton residents, residents of every surrounding county except Clayton and residents of Georgia earned a Bachelor’s degree at higher rates. Approximately one in every three residents of Cobb, DeKalb, Fayette, Fulton and Gwinnett over the age of 25 held a Bachelor’s degree in 2000. More than 23 percent of residents across Georgia earned four-year degrees in 2000.

Drop-out rates were similar both across the region’s counties and Georgia, at levels in the teens in 2000. Only Fayette County had drop-out rates in single digits. Hapeville does not compare well on this indicator, as 32 percent of adults had not completed high school in 2000.

Sec. 2.2.10 - Income

Fulton County per capita income rose steadily between 1980 and 2000, although at a decreasing rate. The 15 percent increase from 1980 to 1990 declined to only 2.7 percent between 1990 and 2000, or an annual increase of only .2 percent, well below the inflation rate. Not surprisingly, Georgia per capita incomes lagged behind those of an urban county such as Fulton in 1980 but overtook the County in 1990 and is projected to continue to exceed County per capita incomes.

Hapeville per capita income was comparable to Fulton County in 1980, but at $15,793, fell well below the County that recorded $30,003 in 2000. This income was also below state per capita income of $21,154. This is significant as Georgia and Hapeville incomes had been comparable in 1990.

Average household income, a more accurate indication of income as it captures all income contributing to an individual household, rose from $28,092 to $40,541 in Hapeville and from $46,056 in Fulton County to $74,933. This was an increase of 62.6 percent for Fulton. Hapeville average household income also increased some 44.3 percent, but remained substantially below those in Fulton.

Table P42: Per Capita Income (in 1999 dollars)

Category	1980	1990	2000
Hapeville	$7,136	$12,280	$15,793
Fulton	$7,536	$18,452	$30,003
Georgia	NA	$13,631	$21,154

Source: U.S. Census 1980, 1990 and 2000

Table P43: Per Capita Income Projections

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Hapeville	7,136	9,708	12,280	14,037	15,793	17,957	20,122	22,286	24,450	26,614
Fulton	7,536	12,994	18,452	24,228	30,003	35,620	41,237	46,853	52,470	58,087

Source: U.S. Census 1980, 1990 and 2000; projections by Department of Community Affairs

Per capita income projections through 2025 indicate a widening gap between Fulton County and Hapeville. In 2000, Census showed a ratio of Fulton to Hapeville per capita income of 53 percent, or Fulton County incomes being 1.9 times those in Hapeville. Estimates for 2025 peg the ratio at 46 percent, or Fulton incomes 2.2 times those in Hapeville. Hapeville is as urban a locale as many in Fulton County and should demonstrate incomes comparable to those throughout the County. That the projections do not bear this out may be related to the persistent imbalance in north-south County incomes.

Table P44: Average Household Income

Category	1990	2000
Hapeville	$28,092	$40,541
Fulton	$46,056	$74,933
Georgia	$36,810	$80,077

Source: U.S. Census 1990 and 2000.

Table P45. Household Income Distribution: Fulton County

Category	1990	2000
Total	257,182	321,266
Income less than $9999	47,668	36,099
Income $10000 - $14999	20,398	16,923
Income $15000 - $19999	20,873	17,269
Income $20000 - $29999	39,724	35,506
Income $30000 - $34999	16,940	17,588
Income $35000 - $39999	15,112	16,004
Income $40000 - $49999	22,675	27,699
Income $50000 - $59999	17,597	24,348
Income $60000 - $74999	18,201	28,613
Income $75000 - $99999	15,637	32,031
Income $100000 - $124999	8,007	21,837
Income $125000 - $149999	3,682	12,626
Income $150000 and above	10,668	34,723

Source: U.S. Census 1990 and 2000.

In 1990, the annual income of 28.6 percent of Fulton County households was $50,000 or more. This ratio was 13.3 percent for Hapeville households, or 47 percent of the rate in Fulton County. By 2000, the income gap had narrowed with 29.3 percent of Hapeville households earning in this range compared to 48 percent for Fulton, or 61 percent of the Fulton rate.

At the lower income ranges, those households earning less than $15,000, the variation between Fulton and Hapeville is less pronounced. In 1990, 26.4 percent of Fulton County households fell in this range. The rate for 2000 was nearly identical at 16.5 percent. The figures for Hapeville were very similar at 26.2 and 14.9 percent, respectively, with the 2000 figure showing marked improvement.

Table P46. Household Income Distribution: Hapeville

Category	1990	2000
Total	2,329	2,373
Income less than $9999	327	229
Income $10000 - $14999	285	124
Income $15000 - $19999	292	179
Income $20000 - $29999	532	489
Income $30000 - $34999	249	181
Income $35000 - $39999	108	191
Income $40000 - $49999	226	288
Income $50000 - $59999	164	239
Income $60000 - $74999	67	229
Income $75000 - $99999	50	116
Income $100000 - $124999	20	63
Income $125000 - $149999	9	12
Income $150000 and above	0	33

Source: U.S. Census 1990 and 2000.

Hapeville household incomes have historically been somewhat below those in Fulton County, and that pattern continued through the most recent Census. The 2000 Census reported 48 percent of Fulton households as earning $50,000 or more compared to 29.3 percent of Hapeville households.

Importantly, the percentage of Hapeville households earning less than $30,000 in 1990 was only 61.5 percent, higher than the figure for County households which was 49.9 percent. This continued through 2000, when 33 percent of Fulton households fell below the $30,000 threshold compared to 43 percent of Hapeville households.

Table P47. Household Income Percentage Distribution: Fulton County

Category	1990	2000
Total	100.00%	100.00%
Income less than $9999	18.50%	11.20%
Income $10000 - $14999	7.90%	5.30%
Income $15000 - $19999	8.10%	5.40%
Income $20000 - $29999	15.40%	11.10%
Income $30000 - $34999	6.60%	5.50%
Income $35000 - $39999	5.90%	5.00%
Income $40000 - $49999	8.80%	8.60%
Income $50000 - $59999	6.80%	7.60%
Income $60000 - $74999	7.10%	8.90%
Income $75000 - $99999	6.10%	10.00%
Income $100000 - $124999	3.10%	6.80%
Income $125000 - $149999	1.40%	3.90%
Income $150000 and above	4.10%	10.80%

Source: U.S. Census 1990 and 2000.

Table P48. Household Income Percentage Distribution: Hapeville

Category	1990	2000
Total	100.00%	100.00%
Income less than $9999	14.00%	9.70%
Income $10000 - $14999	12.20%	5.20%
Income $15000 - $19999	12.50%	7.50%
Income $20000 - $29999	22.80%	20.60%
Income $30000 - $34999	10.70%	7.60%
Income $35000 - $39999	4.60%	8.00%
Income $40000 - $49999	9.70%	12.10%
Income $50000 - $59999	7.00%	10.10%
Income $60000 - $74999	2.90%	9.70%
Income $75000 - $99999	2.10%	4.90%
Income $100000 - $124999	0.90%	2.70%
Income $125000 - $149999	0.40%	0.50%
Income $150000 and above	0.00%	1.40%

Source: U.S. Census 1990 and 2000.

Sec. 2.3.0 POPULATION ASSESSMENT

Sec. 2.3.1 - Population

Hapeville's 2000 population was recorded as 6,180 persons, up from 6,166 in 1980. The rate of increase over the two decades was far lower than either Fulton County or Georgia. Recent market focus on Hapeville as an "in town" neighborhood and public policy accommodating higher density development is expected to drive the population expansion. The population projected for 2025 is 8,101 persons. Significantly, household size increased in 2000, and is projected to continue to increase throughout the planning period. Fulton household size is projected to decrease, and while household size in Georgia is projected to increase, household size in Hapeville is expected be larger.

Sec. 2.3.2 - Age Distribution

Age distribution substantiates this larger household size with a sharp increase in the percentage of persons less than 18 years of age in 2000. Also significant is the marked decline in the percentage of persons aged 55 and older. The percentage of children is projected to increase over the next 20 years, as is the percentage of "family forming" age groups.

Sec. 2.3.3 - Racial Composition

Hapeville's population experienced considerable racial shifts between 1980 and 2000, with the white population dropping from 93.7 percent in 1980 to 51.7 percent in 2000. This was accompanied by an increase in black population from 3.1 percent in 1980 to 26.6 percent in 2000. Individuals identifying themselves as "Other" race comprised only 0.4 percent of Hapeville's 1980 population, increasing to 12.2 in 2000. The respective white, black and Other races are projected at 28.9, 39.6 and 20.1 by 2025. Individuals identifying themselves as Asian comprised 2.4 percent of the 1980 population and are projected to reach 10.8 percent in 2025.

Sec. 2.3.4 - Educational Attainment

Hapeville records high school drop out rates above those of Fulton County and Georgia. The percentage of adults earning associates, bachelors and graduate degrees is lower in Hapeville relative to Fulton County and Georgia. Hapeville residents compete in a job market that includes workers in surrounding counties. These workers had higher rates of educational attainment.

Sec. 2.3.5 - Income

Hapeville incomes are below those in Fulton County and Georgia. However, the 2000 Census showed improvement for Hapeville as the gap in percentage of households earning $50,000 or more compared to the County narrowed. In addition, the percentage of Hapeville incomes earning less than $15,000 dropped in 2000. Hapeville incomes comprised 52.6 percent of Fulton incomes in 2000, but unfortunately are projected to fall to 45.8 percent by 2025.

POPULATION GOALS AND OBJECTIVES

Sec. 2.4.1 – Population Goals And Objectives

Population Goals and Objectives of the 1997 Plan appear relevant today; a number of these are reprinted below:

Goal I:	Create an environment in Hapeville conducive to citizen participation in local affairs to foster commitment to the city's future.
Objective I-A:	Enhance communications among Hapeville's community organizations.

Population Goals and Objectives of the 1997 Plan appear relevant today; a number of these are reprinted below:

Objective I-B: Protect the City's single-family neighborhoods from encroachment by incompatible uses, including higher density residential development.

Objective I-D: Achieve participation in community organizations by members of Hapeville's diverse community.

A new strategy is proposed to implement the Population goal and objectives:

Strategy: Establish a network of officially recognized neighborhood organizations and promote formation of single purpose committees, such as neighborhood watch and neighborhood festivals and block parties. Convene quarterly neighborhood organization forums designed to unify the neighborhoods behind common community-building themes and projects.

HOUSING ELEMENT

Sec. 3.1.0 PRELIMINARIES

Sec. 3.1.1 Introduction

"Housing, and the land it is sited on, constitutes the biggest single land use in most cities and towns; in many places it occupies more land than all other land uses combined. There are few if any planning issues that touch more people than the condition of their immediate neighborhoods, because that is where they spend most of their time."

Levy1997.

The above quote is provided by the Department of Community Affairs to highlight the importance of housing in comprehensive planning. The Department establishes the following housing goal and objective that are central to understanding topics and policies presented in the Housing Element of the Comprehensive Plan:

Housing Goal: To ensure that residents of the state have access to adequate and affordable housing.

Housing Objective: Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community. Central to this objective is a desire to shorten commutes and enhance the quality of people's lives by increasing convenience.

Hapeville's general development pattern is compact, and were the distance measured south from downtown Atlanta measured northward instead, the center of Buckhead would be reached. In that sense, Hapeville can be considered an intown community of Atlanta with all of the benefits of shortened commutes to employment centers and access to transit and cultural venues afforded by such a location.

Consistency with the range of housing is less clear as Hapeville in recent decades has been the location of "low end" housing, primarily a single family detached community. Both market forces and City initiatives will bring future Hapeville more in line with regional housing goals by producing diversity in housing cost, size, type and density. This Element discusses factors shaping that future.

Sec. 3.2.0 Housing

The Housing Element characterizes Hapeville's housing stock over the past two decades as well as housing demand over the next 20 years. This Element also assesses the suitability of Hapeville's housing in meeting resident needs and compares housing demand to growth projections of the Population Element. Given State affordability objectives, the Housing Element also formulates strategies for providing appropriate housing for all segments of Hapeville's population. Finally, as the market demands variety in dwelling unit size, style, cost, setting and ownership, the available range of Hapeville housing options is evaluated as well.

The housing inventory also considers housing unit type, unit age and condition, owner/renter ratios and housing cost. The source of this data is the U.S. Census, particularly the 2000 Census. Housing trends are forecasted over a 20-year planning period and are based on local records and land use designations of the Future Land Use Map contained in the Land Use Element. Specific housing topics addressed in this Element include total number of units, dwelling unit types, age and condition of housing, owner/renter ratios, median housing values, monthly rental rates and housing cost as a percent of household income.

Sec. 3.2.1 Unit Totals

In 1980, 2,788 housing units were found in Hapeville (Table H1). In 1990, the number of units decreased to 2,670, a 4.2 percent decline. The 2000 Census signaled further loss of units, as the total dropped by 5 percent over the 10-year period to 2,538 units. Fulton County experienced a 20-year expansion in housing stock during this same period. The number of units rose 21 percent between 1980 and 1990 and 17 percent between 1990 and 2000. The number of housing units across the Region rose from 1,052,430 in 1990 to 1,331,264 in 2000, an increase of 26 percent. This compares to housing growth in Georgia which saw a 24 percent gain between 1990 and 2000, expanding from 2,638,418 to 3,281,737 units. Housing growth in Hapeville fell substantially below county, regional and state growth rates between 1900 and 2000. Hapeville added 107 units during the years 2000, 2001, 2002, 2003 and 2004, a gain of 4.2 percent in 5 years or 8.4 percent in 10 years. Importantly, this growth rate still falls short of the other comparisons.

Sec. 3.2.2 Unit Type

Single-family detached units dominate housing in Hapeville. In 1990, 1,623 units, 60 percent of the housing stock, were single-family detached units. By 2000, even though the number of single family detached units decreased, their presence in the housing stock grew by one percent. Ranking behind these units in 2000 were developments having 3-9 units, at 9.4 percent of all units. Duplexes accounted for 8.6 percent of all units in 2000, and other housing types, including single family attached units (townhouses and condominiums) represented only minor portions of the housing stock.

Corrections to the data must be noted to render the data and data comparisons accurate. Hapeville officials are not aware of any mobile homes within the city limits as is indicated in Table H1 for 2000. In addition, officials are not aware of the addition of some 112 units in the 50-plus-unit development category. Adjusting the total downward to account for the absence of mobile homes yields a total number of units of 2,511 in 2000.

Table H1. Housing Unit by Type: Hapeville

Category	1980	1990	2000
TOTAL Housing Units	2,788	2,670	2,538
Single Units (detached)	1,670	1,623	1,568
Single Units (attached)	87	70	138
Double Units	296	309	217
3 to 9 Units	264	289	238
10 to 19 Units	207	213	167
20 to 49 Units	216	47	159
50 or more Units	48	79	16
Mobile Home or Trailer	0	0	27
All Other	0	40	8

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

Table H2. Housing Unit by Type Percentage: Hapeville

Category	1980	1990	2000
TOTAL Housing Units	100.00%	100.00%	100.00%
Single Units (detached)	59.90%	60.80%	61.80%
Single Units (attached)	3.10%	2.60%	5.40%
Double Units	10.60%	11.60%	8.60%
3 to 9 Units	9.50%	10.80%	9.40%
10 to 19 Units	7.40%	8.00%	6.60%
20 to 49 Units	7.70%	1.80%	6.30%
50 or more Units	1.70%	3.00%	0.60%
Mobile Home or Trailer	0.00%	0.00%	1.10%
All Other	0.00%	1.50%	0.30%

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

Table H3 indicates housing units by type for Fulton County during the period 1980-2000. Single family detached units increased by 24.2 percent between 1990 and 2000. In 2000, single family detached units comprised 49 percent, virtually half, of the County's housing stock. The next largest housing unit type was the "3-9 unit multifamily buildings," making up 16.6 percent of all unit types. This housing unit type, and the 10-19 units, comprised 27.2 percent of all housing. Together with the 11.1 percent in the 50-unit-plus type, this higher concentration in multifamily construction helps explain the distinction between housing in Hapeville compared to Fulton County. In 2000, the County actually faired poorer in an increasingly popular unit type, the single family attached unit which accounted for only 4.4 percent of the total compared to Hapeville's 5.4 percent.

Table H3. Housing Unit by Type: Fulton County

Category	1980	1990	2000
TOTAL Housing Units	246,334	297,503	348,632
Single Units (detached)	114,685	137,955	171,362
Single Units (attached)	7,867	13,147	15,171
Double Units	12,738	9,801	9,975
3 to 9 Units	43,492	59,459	57,996
10 to 19 Units	35,240	39,020	37,047
20 to 49 Units	11,174	14,785	16,730
50 or more Units	20,225	18,856	38,743
Mobile Home or Trailer	902	1,198	1,457
All Other	11	3,282	151

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

Table H4. Housing Unit by Type Percentage: Fulton County

Category	1980	1990	2000
TOTAL Housing Units	100.00%	100.00%	100.00%
Single Units (detached)	46.60%	46.40%	49.20%
Single Units (attached)	3.20%	4.40%	4.40%
Double Units	5.20%	3.30%	2.90%
3 to 9 Units	17.70%	20.00%	16.60%
10 to 19 Units	14.30%	13.10%	10.60%
20 to 49 Units	4.50%	5.00%	4.80%
50 or more Units	8.20%	6.30%	11.10%
Mobile Home or Trailer	0.40%	0.40%	0.40%
All Other	0.00%	1.10%	0.00%

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

Table H5 presents 1980-2000 housing unit by type data for the Atlanta region. Single family units grew by 37 percent between 1990 and 2000 and as seen in Hapeville, single family detached units dominated the housing stock. A very substantial increase of 149 percent occurred in the region between 1990 and 2000 in multifamily developments having 50 units or more. Decreases of 6.0 and 7.0 percent were recorded in housing types featuring multifamily structures containing 10-19 units and 20-49 units, respectively. Single family attached units across the region, as was seen in Hapeville and Fulton County, remained a small proportion of total units.

While traditional, single family dwellings dominated the housing mix in 2000, housing unit types in the Region were slightly more diverse than in Hapeville at the time of the 2000 Census count.

Table H5. Housing Unit by Type: Atlanta Region

Category	1980	1990	2000	Unit Ratio	Change 2000
TOTAL Housing Units	NA	1,052,430	1,331,264	100%	26%
Single Units (detached)	NA	613,155	837,702	62.9%	37%
Single Units (attached)	NA	43,128	54,057	4.1%	25%
Double Units	NA	24,934	25,757	1.9%	3%
3 to 9 Units	NA	158,623	172,876	13.0%	9%
10 to 19 Units	NA	106,664	100,511	7.5%	-6%
20 to 49 Units	NA	43,320	40,194	3.0%	-7%
50 or more Units	NA	28,603	71,159	5.3%	149%
Mobile Home or Trailer	NA	26,450	28,496	2.1%	8%
All Other	NA	7,553	512	0.04%	-93%

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

Table H6. Housing Unit by Type Percentage: Atlanta Region

Category	1980	1990	2000
TOTAL Housing Units	NA	100%	100%
Single Units (detached)	NA	58%	63%
Single Units (attached)	NA	4%	4%
Double Units	NA	2%	2%
3 to 9 Units	NA	15%	13%
10 to 19 Units	NA	10%	8%
20 to 49 Units	NA	4%	3%
50 or more Units	NA	3%	5%
Mobile Home or Trailer	NA	3%	2%
All Other	NA	1%	0%

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

Single family detached units comprised the majority of housing units in Georgia in 2000, some 64.2 percent. Manufactured homes ranked second in terms of number of units, accounting for more than 12 percent of the total. Triplexes and multifamily units in buildings having up to nine units per building ranked third, representing some 9.31 percent. All other unit types were represented across Georgia in 2000, indicating a wide range of housing options. Hapeville actually showed less concentration in one unit type as single family detached accounted for a smaller portion of the units and the other unit types were distributed relatively evenly with the ratio of large apartment developments lower in Hapeville. The latter housing type, that is, developments having 50 or more units, saw the highest increase of any housing type in Georgia between 1990 and 2000.

Table H7. Housing Unit by Type: Georgia

Category	1980	1990	2000	% Change
TOTAL Housing Units	NA	2,638,418	3,281,737	24%
Single Units (detached)	NA	1,638,847	2,107,317	29%
Single Units (attached)	NA	73,412	94,150	28%
Double Units	NA	89,368	90,370	1%
3 to 9 Units	NA	276,220	305,920	11%
10 to 19 Units	NA	138,876	129,276	-7%
20 to 49 Units	NA	55,704	57,825	4%
50 or more Units	NA	38,103	97,628	156%
Mobile Home or Trailer	NA	305,055	394,938	29%
All Other	NA	22,833	4,313	-81%

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

Table H8. Housing Unit by Percentage: Georgia

Category	1980	1990	2000
TOTAL Housing Units	NA	100%	100%
Single Units (detached)	NA	62%	64%
Single Units (attached)	NA	3%	3%
Double Units	NA	3%	3%
3 to 9 Units	NA	10%	9%
10 to 19 Units	NA	5%	4%
20 to 49 Units	NA	2%	2%
50 or more Units	NA	1%	3%
Mobile Home or Trailer	NA	12%	12%
All Other	NA	1%	0%

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

Projections of housing units in this Housing Element must be consistent with population projections in the Population Element. Should the housing supply fall short of population projections, residential growth will not be accommodated in Hapeville. A surplus of units will spell high vacancy rates and revenue losses for builders and apartment management firms. These projections as they relate to housing units are presented below:

Table H9. Total Housing Units by Type: Hapeville Projections

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
TOTAL Housing Units	2,788	2,729	2,670	2,604	2,538	2,573	2,656	2,813	2,962	3,102
Single Units (detached)	1,670	1,647	1,623	1,596	1,568	1,543	1,517	1,492	1,466	1,441
Single Units (attached)	87	79	70	104	138	151	164	176	189	202
Double Units	296	303	309	263	217	197	178	158	138	118
3 to 9 Units	264	277	289	264	238	232	225	219	212	206
10 to 19 Units	207	210	213	190	167	157	147	137	127	117
20 to 49 Units	216	132	47	103	159	145	131	116	102	88
50 or more Units	48	64	79	48	16	8	0	0	0	0
Mobile Home or Trailer	0	0	0	14	27	34	41	47	54	61
All Other	0	20	40	24	8	10	12	14	16	18

Source: U.S. Bureau of Census 1980, 1990 and 2000; projections by Department of Community Affairs.
NOTE: The data for mobile homes is incorrect as none are found in Hapeville.

The Department projects an increase in the ratio of single family detached units in Hapeville, consistent with national trends and public policy objectives. The projections also indicate an increase in the ratio of single family attached units, that is, townhouse and condominiums. This unit type is expanding across the region with a market driven by relatively low interest rates, rising land costs and changing attitudes toward density and lifestyle. Interestingly, DCA predicts that no large apartment developments will be found in Hapeville in the near future. This coincides with the projected increase in attached, "for sale" product which could be the result of conversions or acquisition and rebuilding as townhouse or condo units. These projections are consistent with public policy objectives of redressing the imbalance, relative to Georgia and the nation, in home ownership ratios.

Table H10: Total Housing Units by Type: Hapeville Projections

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
TOTAL Housing Units	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Single Units (detached)	60%	60%	61%	61%	62%	62%	63%	63%	64%	65%
Single Units (attached)	3%	3%	3%	4%	5%	6%	7%	7%	8%	9%
Double Units	11%	11%	12%	10%	9%	8%	7%	7%	6%	5%
3 to 9 Units	9%	10%	11%	10%	9%	9%	9%	9%	9%	9%
10 to 19 Units	7%	8%	8%	7%	7%	6%	6%	6%	6%	5%
20 to 49 Units	8%	5%	2%	4%	6%	6%	5%	5%	4%	4%
50 or more Units	2%	2%	3%	2%	1%	0%	0%	0%	0%	0%
Mobile Home or Trailer	0%	0%	0%	1%	1%	1%	2%	2%	2%	3%
All Other	0%	1%	1%	1%	0%	0%	0%	1%	1%	1%

Source: U.S. Bureau of Census 1980, 1990 and 2000; projections by Department of Community Affairs.
NOTE: The data for mobile homes is incorrect as none are found in Hapeville.

Table H11. Total Housing Units by Type: Fulton County Projections

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
TOTAL Housing Units	246,334	271,919	297,503	323,068	348,632	374,207	399,781	425,356	450,930	476,505
Single Units (detached)	114,685	126,320	137,955	154,659	171,362	185,531	199,701	213,870	228,039	242,208
Single Units (attached)	7,867	10,507	13,147	14,159	15,171	16,997	18,823	20,649	22,475	24,301
Double Units	12,738	11,270	9,801	9,888	9,975	9,284	8,594	7,903	7,212	6,521
3 to 9 Units	43,492	51,476	59,459	58,728	57,996	61,622	65,248	68,874	72,500	76,126
10 to 19 Units	35,240	37,130	39,020	38,034	37,047	37,499	37,951	38,402	38,854	39,306
20 to 49 Units	11,174	12,980	14,785	15,758	16,730	18,119	19,508	20,897	22,286	23,675
50 or more Units	20,225	19,541	18,856	28,800	38,743	43,373	48,002	52,632	57,261	61,891
Mobile Home or Trailer	902	1,050	1,198	1,328	1,457	1,596	1,735	1,873	2,012	2,151
All Other	11	1,647	3,282	1,717	151	186	221	256	291	326

Source: U.S. Bureau of Census 1980, 1990 and 2000; projections by Department of Community Affairs.

Fulton County contains the larger housing developments in greater proportions than Hapeville. These are projected to decrease marginally through 2025, with a corresponding increase in single family detached and attached units. No other significant change is projected in the unit mix for Fulton County. Given the larger base of units, this is not surprising as more significant construction activity in a particular unit type would be necessary to generate ratio changes in Fulton relative to Hapeville.

Table H12. Total Housing Units by Type: Fulton County Projections Percentage

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
TOTAL Housing Units	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Single Units (detached)	17%	46%	46%	48%	49%	50%	50%	50%	51%	51%
Single Units (attached)	47%	46%	46%	48%	49%	50%	50%	50%	51%	51%
Double Units	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3 to 9 Units	3%	4%	4%	4%	4%	5%	5%	5%	5%	5%
10 to 19 Units	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
20 to 49 Units	5%	4%	3%	3%	3%	2%	2%	2%	2%	1%
50 or more Units	18%	19%	20%	18%	17%	16%	16%	16%	16%	16%
Mobile Home or Trailer	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
All Other	14%	14%	13%	12%	11%	10%	9%	9%	9%	8%

Source: U.S. Bureau of Census 1980, 1990 and 2000; projections by Department of Community Affairs.

The housing unit projections in Table H13 indicate a slight annual increase in units since 2000 consistent with permitting data of the City. These projections conflict with projections of the Department of Community Affairs shown in Table H9. This is expected as the total households projected in Table P11 of the Population Element by DCA are well below the projections endorsed in Table P10. Similarly, the 2025 population projected by DCA in Table P3 of 6,198 is well below the population projections of Table H13. An increase of 564 units is projected through 2025.

Table H13. Population and Housing Unit Projections: Hapeville

Year	1980	1985	1990	1995	2000	2001	2002	2003	2004
Population	6,166	5,825	5,483	5,832	6,180	6,266	6,351	6,437	6,522
HH Size	2.36	2.34	2.31	2.46	2.65	2.65	2.65	2.66	2.66
Dwelling Units	2,788	2,729	2,670	2,604	2,538	2,537	2,536	2,535	2,534
Year	2005	2006	2007	2008	2009	2010	2015	2020	2025
Population	6,360	6,476	6,592	6,708	6,824	6,940	7,519	7,811	8,101
HH Size	2.66	2.67	2.68	2.7	2.71	2.72	2.78	2.84	2.9
Dwelling Units	2,533	2,564	2,596	2,628	2,659	2,691	2,839	2,874	2,905

Source: U.S. Census, 1980, 1990 and 2000; projections by Strategic Planning Initiatives LLC. Household size projections by Department of Community Affairs; dwelling unit figures account for projected vacancy rates.

Sec. 3.2.3 Age and Condition of Housing

Information about the age and condition of housing is important to assessing the adequacy of the housing stock. Older units may become dilapidated, signaling a need for rehabilitation or replacement as well as substandard living conditions.

Table H14 shows the number of houses built before 1939 in Hapeville, Fulton, the Region and Georgia. Interestingly, between 1990 and 2000, the percentage of houses in Hapeville built before 1939 decreased by 126 percent while decreasing in Fulton by only 13 percent. The county trend was mirrored in Georgia and the Region as the number of houses built before 1939 decreased by 9 percent and 6 percent, respectively. Loss of such houses is typically due to fire and/or demolition. In Hapeville, the extraordinary decrease may be explained by demolition of dwellings that became dilapidated through disinvestments and neighborhood decline.

Table H14. Houses Built Before 1939

Jurisdiction	1980	1990	2000
Hapeville	NA	493	218
Fulton	NA	35,363	31,157
Georgia	296,662	212,294	192,972
Region	67,051	56,329	52,960

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

Hapeville recorded 8.5 percent of its units as built prior to 1939 in 2000, comparable to that of Fulton at 8.9 percent. Hapeville's ratio was slightly higher than the state, which recorded 6.4 percent. Nearly four percent, 3.9, of the region's housing units were built prior to 1939. Table H15 indicates the median year residential structures were built. This value for Hapeville was 1957 in the 2000 Census, well below the median year built for Fulton of 1974 and Georgia at 1980. Based on the data presented in Table H15, Hapeville's housing stock is very old. This also reflects the lack of new investment and the decline mentioned earlier. These statistics could also signal the need for renovation and opportunities for infill on demolition sites.

Table H15. Median Year Structure Built

Jurisdiction	1980	1990	2000
Hapeville	NA	NA	1957
Fulton	NA	NA	1974
Georgia	NA	1973	1980
Atlanta Region	NA	NA	NA

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

The U.S. Census uses plumbing facilities to evaluate and compare the adequacy of housing in local communities. Hapeville demonstrates a solid housing stock, as in 1990 every house in Hapeville had indoor plumbing and only .7 percent or 19 units were reported as not having complete plumbing in 2000. This surprising data point cannot be explained. In Fulton, 0.5 percent did not have plumbing facilities, compared to 0.9 percent in Georgia and 0.5 percent in the Region.

Table H16. Housing Units with Plumbing Facilities

1980	Georgia	Fulton	Hapeville	Region
Complete plumbing facilities	NA	NA	NA	NA
Lacking complete plumbing facilities	35,769	NA	NA	8,527
1990	Georgia	Fulton	Hapeville	Region
Complete plumbing facilities	2,609,956	295,729	2,670	1,048,063
Lacking complete plumbing facilities	28,462	1,774	0	4,357
2000	Georgia	Fulton	Hapeville	Region
Complete plumbing facilities	3,252,197	345,985	2,519	1,324,799
Lacking complete plumbing facilities	29,540	2,647	19	6,465

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

Table H17. Housing Units with Plumbing Facilities Percentages

1990	Georgia	Fulton	Hapeville	Region
Complete plumbing facilities	99%	99%	100%	100%
Lacking complete plumbing facilities	1%	1%	0%	0%
Total Units	100%	100%	100%	100%
2000	Georgia	Fulton	Hapeville	Region
Complete plumbing facilities	99%	99%	99%	100%
Lacking complete plumbing facilities	1%	1%	1%	0%

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

Sec. 3.2.4 Owner/Renter Occupancy Ratios

High owner/renter ratios in a community are thought to indicate a favorable housing supply and are consistent with the national average concerning home ownership. In 1990, 1,197 of 2,369 occupied housing units in Hapeville were owner occupied. Accounting for unit vacancy, this represented 50.5 percent compared to 49.5 percent occupied by renters. In 2000, this percent decreased to 47.7 percent, while the proportion of rental units increased, accounting for 1,242 units, or 52.3 percent.

Table H18. Occupancy Characteristics: Hapeville

Category	1990	2000
TOTAL Housing Units Built	2,670	2,538
Housing Units Vacant	301	163
Housing Units Owner Occupied	1,197	1,133
Housing Units Renter Occupied	1,172	1,242

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

Table H19. Occupancy Ratios: Hapeville

Category	1990	2000
TOTAL Housing Units Built	100%	100%
Housing Units Vacant	11%	6%
Housing Units Owner Occupied	50.5%	47.7%
Housing Units Renter Occupied	49.5%	52.3%

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

Owner-occupancy levels across Georgia are substantially higher, indicating economic stress in Hapeville and perhaps, neighborhood instability. In 1990, the homeowner occupancy ratio in Fulton was 43 percent, more than 7 points lower than Hapeville. The County ratio expanded to 48 percent in 2000 while Hapeville dropped to 47.7 percent. Owner occupancy climbed to 64 percent in the region in 2000. In that same Census year, the Georgia owner occupancy ratio was 67 percent, higher than both Fulton and Hapeville.

Table H20. Occupancy Characteristics: Fulton County

Category	1990	2000
TOTAL Housing Units Built	297,503	348,632
Housing Units Vacant	40,363	27,390
Housing Units Owner Occupied	127,318	167,111
Housing Units Renter Occupied	129,822	154,131
Owner Vacancy Rate	NA	6.4%

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

Table H21. Occupancy Ratios: Fulton County

Category	1990	2000
TOTAL Housing Units Built	100%	100%
Housing Units Vacant	14%	8%
Housing Units Owner Occupied	43%	48%
Housing Units Renter Occupied	44%	44%

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

Table H22. Occupancy Characteristics: Region

Category	1980	1990	2000
TOTAL Households	676,693	945,175	1,262,401
Housing Units Vacant	NA	107829	69370
Housing Units Owner Occupied	408,918	577,226	810,955
Housing Units Renter Occupied	267,763	367,375	450939,
Owner Vacancy Rate	NA	NA	1.9%
Renter Vacancy Rate	NA	NA	7.1%
TOTAL Households	100%	100%	100%
Housing Units Vacant	NA	11%	5%
Housing Units Owner Occupied	60%	61%	64%
Housing Units Renter Occupied	40%	39%	NA
Owner Vacancy Rate	NA	NA	0%
Renter Vacancy Rate	NA	NA	0%

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

Sec. 3.2.5 Vacancy Rates

Another characteristic of housing supply is vacancy rate. Census measures owner and renter vacancy rates. The unit vacancy rate for Hapeville was 11 percent in 1990, dropping to 6 percent in 2000, as seen in Table H18, Occupancy Characteristics: Hapeville.

Georgia's owner vacancy rate varied little from 1990 when it was recorded as 2.3 percent to 2000, when it decreased marginally to 2.2 percent. Renter vacancy rates improved more significantly, decreasing from 12.3 percent in 1990 to 8.4 percent in 2000. Vacancy rates for owner-occupied units in the region were very low in 2000; vacancy rates for rental units were also low relative to Georgia.

Table H23. Occupancy Characteristics Georgia

Category	1980	1990	2000
TOTAL Households	1,869,754	2,366,615	3,007,678
Housing Units Vacant	NA	271,803	275,368
Housing Units Owner Occupied	1,215,206	1,536,759	2,029,293
Housing Units Renter Occupied	654,548	829,856	977,076
Owner Vacancy Rate	NA	2.3%	2.2%
Renter Vacancy Rate	NA	12.3%	8.4%
TOTAL Households	100%	100%	100%
Housing Units Vacant	NA	11%	9%
Housing Units Owner Occupied	65%	65%	67%
Housing Units Renter Occupied	35%	35%	32%

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

Sec. 3.2.6 Housing Cost

Housing cost is obviously tied to affordability for both owner and renter units. In 1990, median housing values in Hapeville were $54,200. Median value in 2000 was reported at $75,700, a 39.7 percent increase. As expected, Fulton and Georgia also experienced increases in median value between 1990 and 2000, gaining 84.9 percent and 41.1 percent, respectively. This mirrors the trend in most real estate markets, one of steady appreciation. Such appreciation is associated with higher property assessments and higher tax revenues. This revenue circumstance is also desirable for maintaining a high level of community services.

Table H24. Median Value Housing Units

	Georgia	Fulton	Hapeville	College Park	East Point	Fairburn
Median value 1990	$71,300	$97,700	$54,200	NA	NA	NA
Median value 2000	$100,600	$180,700	$75,700	$97,400	$86,600	$93,000

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

Hapeville's median rent increased very marginally from 1990 to 2000, rising only 38 percent from $354 to $492. This annual rate of 3.8 percent would not keep pace with inflation during most of that period. Monthly rental rates in Georgia rose 47 percent between 1990 and 2000. Fulton median rents rose 55 percent and were higher than both Georgia and Hapeville in 1990 and 2000. These rent levels are likely driven by affluence in North Fulton relative to South Fulton.

Table H25. Median Rent 1990 and 2000

	Georgia	Fulton	Hapeville
Median gross rent 1990	$344	$396	$354
Median rent asked 2000	$505	$612	$492

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

Sec. 3.2.7 Home Sales Data

Sales data for the period January 2000 through December 2004 indicate a median sales price of $104,200 in 2000, $105,900 in 2001, $84,000 in 2002, no data in 2003 and $143,400 in 2004 for new homes sold in Hapeville. This data is presented in Table H26 and far exceeds the $75,700 reported by Census for Hapeville in 2000.

Table H26. Home Sales Data in Hapeville

Hapeville	Median Sale Price	Price Change	Number Sold	Change
2004				
All	$92,000	3%	251	-2%
New	$143,400	-1%	6	50%
Existing	$92,000	5%	245	-3%
2003				
All	$89,900	12%	217	4%
New	No Data	No Data	No Data	No Data
Existing	$89,900	12%	217	4%
2002				
All	$77,250	10%	226	-24%
New	$84,000	42%	1	-95%
Existing	$77,000	8%	225	-19%
2001				
All	$72,250	5%	262	-24%
New	$105,900	-3%	11	-78%
Existing	$72,000	11%	251	-15%
2000				
All	$72,500	12%	293	9%
New	$104,200	0%	35	-8%
Existing	$72,000	20%	258	12%

Source: AJC Home Sales, 2004.

Sec. 3.2.8 Post 2000 Census Construction Activity

New residential construction in Hapeville has been relatively brisk compared to recent decades. In fact, the number of units built since the 2000 Census could generate population growth in excess of that projected for 2025 by the Department of Community Affairs. Table 27 provides a breakdown of the units built by housing type. Table H28 presents residential demolition activity, which would offset a portion of these gains; however, demolition often sets the stage for infill residential development.

Table H27. Hapeville Housing Data through 2004

Dwelling Type	# Units
Single Family Units	23
Multifamily Units	84
TOTAL	107

Source: Hapeville Department of Community Services, 2005.

Table H28. City of Hapeville Residential Demolitions

Year	Residential Demolitions
2000	11
2001	3
2002	3
2003	5
2004	17
TOTAL	39

Source: City of Hapeville Community Services Department, 2005.

Sec. 3.2.9 Ratio of Income to Housing Cost

DCA has established criteria for measuring the impact of housing cost on household vitality. "Cost burdened" households are defined as households allocating more than 30 percent of monthly household income on housing and "Severely cost burdened" is defined as households allocating more than 50 percent of monthly income on housing. As seen in Table H29, Median Gross Rent as a Percentage of Household Income in 1999, the percentage of household income allocated to housing expense by Hapeville households compares favorably to households in Georgia and Fulton County. Hapeville households recorded the lowest percentage at 22.1 percent, compared to 24.9 percent for Georgia and 26.0 Fulton. In other words, no significant portion of households was found to be "cost burdened." This is related to the continuing relatively low cost of housing in Hapeville.

Table H29. Median Gross Rent as a Percentage of Household Income

Category	Georgia	Fulton	Hapeville
Median Gross Rent as a Percentage of Household Income in 1999	24.9	26.0	22.1

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

Medium household income is also a measure of the vitality of a household. Hapeville's median household income in 2000 was less than that of Fulton County, which given North Fulton affluence, is not surprising. However, Hapeville residents operate in a consumer market that is more costly than the remainder of Georgia, and the lower median income relative to Georgia is a concern. Median household income for Hapeville was $34,150, which was 28 and 20 percent below the county and the state, respectively. Hapeville's average household size, an indication of the number of persons dependent on that income, was comparable to that of Georgia; Fulton County's was 8 percent lower.

Table H30. Household Data 2000

	Georgia	Fulton	Hapeville
Median Household Income	$42,433	$47,321	$34,150
Average Household Size	2.65	2.44	2.60

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

Sec. 3.2.10 Potential Need for Senior Housing

According to Table H31 Social Security Income in 1999 for Households, 26 percent of Hapeville residents received social security income. This is somewhat higher than Fulton County at 18 percent, and above the level in Georgia recorded as 22 percent and may indicate a particular concentration of seniors in Hapeville. However, age distribution statistics in Table H32, Percentage of Population by Age Group: Fulton County and Hapeville reveal no particular concentration of seniors in Hapeville with percentages of residents 55 years old and older being below that of Fulton County. One in 4 people in Hapeville receive social security income and SSI recipients are not limited to the elderly.

Table H31. Social Security Income in 1999 for Households

	Georgia	%	Fulton	%	Hapeville	%
Total Households	3,007,678	100%	321,266	100%	2,373	100%
With Social Security income	658,862	22%	56,534	18%	612	26%
No Social Security income	2,348,816	78%	264,732	72%	1,761	74%

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

Table H32. Percentage of Population by Age Group: Fulton County and Hapeville

Category	1980	1990	2000
Fulton County			
55 –64 Years Old	8%	7%	7%
65 Years and Over	10%	10%	8%
Hapeville			
55 — 64 Years Old	11%	7%	5%
65 Years and Over	10%	12%	8%

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

Sec. 3.2.11 Persons with Special Housing Needs

The Georgia Department of Human Resources does not collect data on such groups as the homeless; victims of domestic violence; migrant farm workers; persons with mental, physical, or developmental disabilities; persons with HIV/AIDS or persons recovering from substance abuse at the city level. Hapeville residents obtain special needs services from Fulton County.

Census data presented in Table H33, Public Assistance Income in 1999 indicates the percentage of persons receiving public assistance as a measure of special housing needs, among other services. That ratio in Hapeville is three percent, marginally below Fulton and the same as Georgia and not sufficiently high enough to require public programs at the local level.

Table H33. Public Assistance Income in 1999

Category	Georgia	%	Fulton	%	Hapeville	%
Total Households	3,007,678	100%	321,266	100%	2,373	100%
With public assistance income	87,403	3%	11,616	4%	65	3%
No public assistance income	2,920,275	97%	309,650	96%	2,308	97%

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

Table H34. 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.

Clayton and Spalding recorded the highest ratios of residents receiving Medicaid among counties in the region. Fulton was only marginally below these levels, which as the core urban county, could be expected to record the highest levels as individuals dependent on such services may depend on a range of other services available in urban centers.

As seen in Table H19, homeownership rates in Hapeville of 47.7 percent in 2000 are well below national rates that hover around 70 percent, the highest in the nation's history. Hapeville's rates were comparable to homeownership rates in Fulton County, which were 48 percent.

Housing costs in Hapeville are low, even by South Fulton standards. This should serve to diminish the threat of a cost burdened housing market. "Cost burdened" households are defined as households paying more than 30 percent of monthly household income on housing. Table 35 demonstrates that, despite low hosing costs, 59 percent of Hapeville households in 2000 were cost burdened. One-third of Hapeville households were "severely cost burdened," that is, allocating more than half of household income to provision of housing. Lower incomes would contribute to these relatively high ratios.

Table H35. Hapeville: Cost Burdened Ratio

Category	1990	2000
30% - 49%	79%	59%
50% and greater	N/A	33%

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

A higher percentage of Hapeville households were cost burdened in 2000 in terms of housing compared to Fulton County. However, more county households were severely cost burdened than Hapeville households.

Table H36. Fulton: Cost Burdened Ratio

Category	1990	2000
30% - 49%	93%	50%
50% and greater	N/A	40%

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

Table H37. Cost Burdened Ratio: Hapeville and Fulton

	Fulton		Hapeville	
Category	1990	2000	1990	2000
30% - 49%	80,559	53,080	213	430
50% and greater	NA	42,534	NA	240

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

Crowding, defined as more than one person per room in a dwelling unit, was slight in Hapeville in both 1990 and 2000. Of the 91 percent of housing units that were occupied in 2000, 9.0 percent contained more than one person per room. The figure for Fulton County for 2000 was only 5.9 percent. Crowding is also a measure of economic stress.

Table H38. Fulton: Overcrowding

	Fulton		Hapeville	
Category	1990	2000	1990	2000
Total occupied housing units	257,140	321,242	257,140	321,242
More than 1 person per room	12,350	18,923	12,350	18,923

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

Table H39. Fulton: Overcrowding Percentage

Category	1990	2000
Total occupied housing units	100%	100%
More than 1 person per room	4.8%	5.9%

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

Table H40. Special Needs Fulton, Dekalb and Clayton

County	AIDS Cases 1981-2000	Family Violence Police Actions Taken 2000	Pop 62+ 2000	Disability Age 16+ 1990	Adult Substance Abuse Treatment Percent of Pop 2001
Fulton	10,130	8,317	10.13%	25.04%	5.94%
Dekalb	3,195	4,613	9.65%	20.58%	5.59%
Clayton	419	2,908	7.37%	20.44%	5.27%

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

Fulton County does appear to experience a higher incidence of AIDS cases than adjacent DeKalb and Clayton Counties. Reported incidence of family violence and disability also appears somewhat higher. These indicators suggest that Fulton County may have special housing needs, although similar conclusions concerning Hapeville's population may be unfounded.

Sec. 3.2.0 ASSESSMENT

Residential development in Hapeville was extremely limited with the only significant construction being a small subdivision in the late 1990's, scattered site infill in the first half of this decade and a small elderly housing development in 2004. Growth rates lag behind Fulton County, regional and state growth rates.

Hapeville is primarily a single family detached community in terms of unit type, consistent with the housing mix found in the region, state and nation. However, the similarity ends there, as the homeowner occupancy rates in Hapeville were some 20 percentage points below state and national ratios in 2000. Expansion of homeownership is a significant public policy objective of Hapeville leaders.

This objective can be realized, in part, through construction of single family attached units, townhouses and condominiums. This unit type represents only a minor portion of the housing stock in Hapeville. Based on regional zoning and permitting activity, the regional market for such units is strong. The Department of Community Affairs projects an increase in the ratio of single family attached units in Hapeville over the next 20 years.

Another characteristic of the housing stock is an aging inventory, with median age of units well above the county and state median. The value of housing in Hapeville is also low relative to county and state values, a circumstance that has existed for decades. Significantly, housing values in Hapeville are also lower than nearby cities such as East Point, College Park and Fairburn. These circumstances, combined with observable market pressure for "intown" locations offered by Hapeville could spell extensive renovation or demolition and new construction.

Hapeville records a relatively high incidence of "cost burdened households," those allocating more than 30 percent of household income to monthly housing expenses, relative to Fulton County. Low household incomes reported for Hapeville in the Population Element, in combination with low housing vacancy rates, suggests a need for expansion of housing options across the range of unit types.

Sec. 3.3.1 HOUSING GOALS AND OBJECTIVES

The State has established a housing goal and objective to guide local housing policy; these are reprinted below:

Housing Goal: To ensure that residents of the state have access to adequate and affordable housing.

Housing Objective: Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.

Hapeville seeks to address the State housing goal and objective as well as housing goals and objectives indicated in the housing inventory and assessment by establishing the following housing goals, objectives and strategies:

Goal I: Ensure access to quality housing across the broadest range of housing types, unit sizes, price points and densities the market will bear.

Objective: Promote development of various housing types and densities at appropriate locations.

Strategy: Market Hapeville to a variety of residential builders by initiating contact through the Georgia Home Builders Association and similar groups as well as soliciting individual builders known to do business in intown settings.

Strategy: Designate land on the Future Land Use Map at densities appropriate to the context and infrastructure, including street network, and ensure that zoning decisions are guided by these designations.

Objective: Foster mixed use development at the periphery of Hapeville's neighborhoods and along pedestrian scale commercial corridors.

Strategy: Adopt a "Village" zoning district to ensure that mixed use is permitted within individual zoning districts as well as within individual structures; rezone appropriate locations to the Village district.

Goal II: Promote a mix of owner/rental occupancy consistent with state and national ratios that approximate 70 percent owner.

Objective: Redress the imbalance characterizing Hapeville's occupancy ratio.

Strategy: Favor proposals for housing developments designed for homeowner occupancy through land use planning and zoning decisions.

Strategy: Consider adoption of ordinances capping the ratio of single-family attached units in future townhouse developments that may be rented and require that such caps be incorporated into the covenants and adopted as conditions of zoning.

Strategy: Mandate homeowner associations for all new residential development, as appropriate.

Goal III: Enhance median home values in Hapeville.

Objective: Introduce mid and upscale housing development.

Strategy: Adopt architectural standards that will encourage development of mid-range and upscale housing.

Strategy: Devise incentives that will foster construction of mid-range and upscale housing such as review and permit expediting and infrastructure cost sharing.

Strategy: Mandate desirable architectural design and high quality construction materials as well as preservation of greenspace in exchange for small lot development.

Goal IV: Enhance the desirability and attractiveness of Hapeville's neighborhoods.

Objective: Improve Hapeville's housing stock and neighborhood appearance.

Strategy: Inventory Hapeville's neighborhoods, ranking housing conditions and property maintenance by neighborhood and implement an enforcement campaign.

Goal V: Preserve Hapeville's single family neighborhoods.

Objective: Protect stable single family neighborhoods from encroachment by incompatible uses, including incompatible residential densities.

Strategy: Maintain uniformity in zoning classification within traditional neighborhoods by preventing introduction of attached housing types, multifamily housing or commercial uses.

Strategy: Protect residential property values by ensuring that all common open spaces and private properties are well maintained.

Goal VI: Preserve the historic character of Hapeville's neighborhoods.

Objective: Maintain neighborhood scale and dwelling architectural type.

Strategy: Consider zoning limitations on the scale, that is, the allowable floor area of new construction and the relationship to the floor area of established dwellings as appropriate.

Strategy: Adopt a selection of architectural "typologies" that guide design review for new residential construction.

Strategy: Promote nomination of historic neighborhoods and residential structures to the National Register of Historic Places.

Strategy: Pursue an inventory of historic homes aimed at creation of an historic district.

ECONOMIC DEVELOPMENT

Sec. 4.1.0 INTRODUCTION

Local economies are comprised of businesses, their customers and the people they employ. These economic assets are supported by public infrastructure and services, including roads, water mains, sanitary sewers and police and fire protection. Local economies are also supported by marketing and public funding programs. Sound economies are built on an appropriate balance of retail centers, office parks, industrial districts and neighborhoods. This Economic Development Element assesses the vitality of the Hapeville economy by reviewing economic base data, labor force data and economic development resources. Such assessments can inform the community and elected officials about those segments of the local economy that can be marketed and those that may require reinvestment or other public intervention.

Beyond focusing on appropriate data comparisons intended 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:

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

Hapeville'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 Hapeville 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. Hapeville's Economic Development Element is responsive to these state goals and objectives and is presented below:

Sec. 4.2.0 INVENTORY

Sec. 4.2.1 Economic Development Element

The Economic Development Element is an inventory and assessment of Hapeville's economic base, labor force and economic development resources. The purpose of the inventory and assessment is to evaluate the local economy and job market. Economic development and educational and jobs training programs can be shaped by such information. Information about the Hapeville economy is presented below:

Sec. 4.2.2 Economic Base

Economic base data and information has been compiled for each economic sector comprising the Hapeville economy. These sectors are agriculture, forestry and fishing; mining; construction; manufacturing; transportation, communications and utilities; wholesale trade; retail trade; financial, insurance and real estate; services and government. In addition, past, present and projected employment and earnings figures have been reviewed and compared with county and state figures. Much of the economic data is available only at the county level. These comparisons are valid in many instances. Where such comparisons are not particularly valid in light of variations in the Hapeville economic base relative to that of Fulton County, such variation is noted. The data and comparisons are presented below:

Sec. 4.2.3 Weekly Wages, Earnings and Employment by Sector

These data sets are interrelated as employee earnings determine actual spending power in any locale. Weekly wage data represents vital information in characterizing the employment profile of Hapeville residents. The data is most useful when compared to wage data throughout the county and the state. Employment profiles for residents of Georgia, Fulton County and Hapeville are compared below; these comparisons are followed by comparisons of earnings by industry and wages.

Sec. 4.2.4 Georgia Employment

Tables E1, E2 and E3 compare employment by industry for Georgia, Fulton County and Hapeville, respectively. The industry group recording the largest employment for Georgia in 2000 was Educational, health and social services, accounting for some 18 percent of the total. Interestingly, Manufacturing led Georgia employment in 1990 and dropped to second in 2000; the 2000 employment leader ranked third in 1990. Retail trade exchanged the second spot in 1990 for the third in 2000.

Employment data was not available for Georgia in 1980. However, in 1990, nearly one in five persons was employed in the Manufacturing sector, and 50 percent of residents were employed in the top three industries. By 2000, the top three industries dropped to 45 percent of all Georgians employed, an indication of economic diversification. Also noteworthy for Georgia is the increase in persons employed in Arts, entertainment, recreation, accommodation and food services, expanding from 1 percent in 1990 to 7 percent in 2000, logging the largest employment gains of any industry.

Sec. 4.2.5 Fulton Employment

Professional, scientific, management, administrative and waste management services garnered the lead position in Fulton County in 2000, comprising 16.8 percent of total employment. This industry group was not even in the top three just 10 years earlier. Educational, health and social services has held the second position across three decades of the 1980's, 1990's and 2000. Retail trade ranked number one in employment in Fulton County in 1980 and 1990, falling to number three in 2000. Manufacturing, as in Georgia, fell each decade and did not appear in the top three slots by 2000, actually dropping to the 6th position behind employment in Arts, entertainment, recreation, accommodation and food services and Finance, insurance and real estate.

Sec. 4.2.6 Hapeville Employment

The top ranking in 2000 employment in Hapeville was effectively shared among three industries: Arts, entertainment, recreation, accommodation and food services with 12.8 percent; Construction with 12.6 percent; and Retail trade at 12.6 percent. In 1980, the number one industry for employment was Transportation, warehousing and utilities, comprising 19.9 percent of total employment and falling off to 9.2 percent by 2000. Retail trade and manufacturing employment filled the second and third slots for that decade. By 1990, Retail trade became the top industry employer for Hapeville residents. Employment in 2000 witnessed a shift to Arts, entertainment, recreation, accommodation and food services, an industry group practically non-existent in 1990. Construction employment made significant gains between 1990 and 2000, ranking among the top three employers for the first time.

Hapeville's balanced 2000 employment profile indicates strength, as broadly-based employment reduces the potential impact of an industry downtown on workers spread across several industry groups and no one industry dominates employment. Balance in sector employment can be as important as wage distribution. Concentration in a small number of economic sectors can spell problems for communities should a downturn in the dominant sector(s) occur. The number of Hapeville workers in 2000 was a small fraction of employment in Fulton County, Georgia's largest county, with only 2,828 workers compared to 392,627 in Fulton.

Table E1. Georgia Employment by Industry

Category	1980	1990	2000
Total Employed Civilian Population	NA	3,090,276	3,839,756
Agriculture, Forestry, Fishing, hunting & mining	NA	82,537	53,201
Construction	NA	214,359	304,710
Manufacturing	NA	585,423	568,830
Wholesale Trade	NA	156,838	148,026
Retail Trade	NA	508,861	459,548
Transportation, warehousing, and utilities	NA	263,419	231,304
Information	NA	NA	135,496
Finance, Insurance, & Real Estate	NA	201,422	251,240
Professional, scientific, management, administrative, and waste management services	NA	151,096	362,414
Educational, health and social services	NA	461,307	675,593
Arts, entertainment, recreation, accommodation and food services	NA	31,911	274,437
Other Services	NA	266,053	181,829
Public Administration	NA	167,050	193,128

Source: Bureau of Census 1980, 1990 and 2000.

Table E2. Fulton Employment by Industry

Category	1980	1990	2000
Total Employed Civilian Population	258,911	320,149	392,627
Agriculture, Forestry, Fishing, hunting & mining	2,167	3,691	1,057
Construction	12,998	16,214	20,789
Manufacturing	35,400	32,351	32,951
Wholesale Trade	13,674	19,114	15,369
Retail Trade	41,804	51,432	42,415
Transportation, warehousing, and utilities	27,633	33,518	23,027
Information	NA	NA	24,461
Finance, Insurance, & Real Estate	21,775	33,651	38,440
Professional, scientific, management, administrative, and waste management services	15,016	23,490	66,113
Educational, health and social services	39,484	45,125	59,162
Arts, entertainment, recreation, accommodation and food services	18,343	4,375	36,424
Other Services	14,578	41,522	17,542
Public Administration	16,039	15,666	14,877

Source: Bureau of Census 1980, 1990 and 2000.

Table E3. Hapeville Employment by Industry

Category	1980	1990	2000
Total Employed Civilian Population	2,888	2,604	2,828
Agriculture, Forestry, Fishing, hunting & mining	9	0	31
Construction	160	286	357
Manufacturing	508	436	290
Wholesale Trade	131	171	58
Retail Trade	540	491	355
Transportation, warehousing, and utilities	575	472	259
Information	NA	NA	93
Finance, Insurance, & Real Estate	160	119	233
Professional, scientific, management, administrative, and waste management services	169	153	301
Educational, health and social services	216	133	277
Arts, entertainment, recreation, accommodation and food services	144	0	361
Other Services	126	244	144
Public Administration	150	99	69

Source: Bureau of Census 1980, 1990 and 2000.

Table E4. Ratio of Georgia Employment by Industry

Category	1980	1990	2000
Total Employed Civilian Population	NA	100%	100%
Agriculture, Forestry, Fishing, hunting & mining	NA	3%	1%
Construction	NA	7%	8%
Manufacturing	NA	19%	15%
Wholesale Trade	NA	5%	4%
Retail Trade	NA	16%	12%
Transportation, warehousing, and utilities	NA	9%	6%
Information	NA	NA	4%
Finance, Insurance, & Real Estate	NA	7%	7%
Professional, scientific, management, administrative, and waste management services	NA	5%	9%
Educational, health and social services	NA	15%	18%
Arts, entertainment, recreation, accommodation and food services	NA	1%	7%
Other Services	NA	9%	5%
Public Administration	NA	5%	5%

Source: Bureau of Census 1980, 1990 and 2000.

Table E5. Ratio of Fulton Employment by Industry

Category	1980	1990	2000
Total Employed Civilian Population	100.00%	100.00%	100.00%
Agriculture, Forestry, Fishing, hunting & mining	0.80%	1.20%	0.30%
Construction	5.00%	5.10%	5.30%
Manufacturing	13.70%	10.10%	8.40%
Wholesale Trade	5.30%	6.00%	3.90%
Retail Trade	16.10%	16.10%	10.80%
Transportation, warehousing, and utilities	10.70%	10.50%	5.90%
Information	NA	NA	6.20%
Finance, Insurance, & Real Estate	8.40%	10.50%	9.80%
Professional, scientific, management, administrative, and waste management services	5.80%	7.30%	16.80%
Educational, health and social services	15.30%	14.10%	15.10%
Arts, entertainment, recreation, accommodation and food services	7.10%	1.40%	9.30%
Other Services	5.60%	13.00%	4.50%
Public Administration	6.20%	4.90%	3.80%

Source: Bureau of Census 1980, 1990 and 2000.

Table E6. Ratio of Hapeville Employment by Industry

Category	1980	1990	2000
Total Employed Civilian Population	100.00%	100.00%	100.00%
Agriculture, Forestry, Fishing, hunting & mining	0.30%	0.00%	1.10%
Construction	5.50%	11.00%	12.60%
Manufacturing	17.60%	16.70%	10.30%
Wholesale Trade	4.50%	6.60%	2.10%
Retail Trade	18.70%	18.90%	12.60%
Transportation, warehousing, and utilities	19.90%	18.10%	9.20%
Information	NA	NA	3.30%
Finance, Insurance, & Real Estate	5.50%	4.60%	8.20%
Professional, scientific, management, administrative, and waste management services	5.90%	5.90%	10.60%
Educational, health and social services	7.50%	5.10%	9.80%
Arts, entertainment, recreation, accommodation and food services	5.00%	0.00%	12.80%
Other Services	4.40%	9.40%	5.10%

Source: Bureau of Census 1980, 1990 and 2000.

Sec. 4.2.7 Employment Projections

The Georgia Department of Community Affairs projects employment by industry through 2025. Projections are available for Fulton County and Hapeville, and are found in Tables E7 and E9.

In Fulton County, the only significant trends are found in the Manufacturing, Retail trade and Transportation, warehousing and utilities. Employment in these industry groups is projected to decline through 2025. Only Professional, scientific, management, administrative, and waste management services employment is expected to expand, increasing some six percentage points over the 20-year period.

Table E7. Fulton County Employment by Industry Projections

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total Employed Civilian Population	258,911	289,530	320,149	356,388	392,627	426,056	459,485	492,914	526,343	559,772
Agriculture, Forestry, Fishing, hunting & mining	2,167	2,929	3,691	2,374	1,057	780	502	225	0	0
Construction	12,998	14,606	16,214	18,502	20,789	22,737	24,685	26,632	28,580	30,528
Manufacturing	35,400	33,876	32,351	32,651	32,951	32,339	31,727	31,114	30,502	29,890
Wholesale Trade	13,674	16,394	19,114	17,242	15,369	15,793	16,217	16,640	17,064	17,488
Retail Trade	41,804	46,618	51,432	46,924	42,415	42,568	42,721	42,873	43,026	43,179
Transportation, warehousing, and utilities	27,633	30,576	33,518	28,273	23,027	21,876	20,724	19,573	18,421	17,270
Information	NA	NA	NA	NA	24,461	NA	NA	NA	NA	NA
Finance, Insurance, & Real Estate	21,775	27,713	33,651	36,046	38,440	42,606	46,773	50,939	55,105	59,271
Professional, scientific, management, administrative, and waste management services	15,016	19,253	23,490	44,802	66,113	78,887	91,662	104,436	117,210	129,984
Educational, health and social services	39,484	42,305	45,125	52,144	59,162	64,082	69,001	73,921	78,840	83,760
Arts, entertainment, recreation, accommodation and food services	18,343	11,359	4,375	20,400	36,424	40,944	45,465	49,985	54,505	59,025
Other Services	14,578	28,050	41,522	29,532	17,542	18,283	19,024	19,765	20,506	21,247
Public Administration	16,039	15,853	15,666	15,272	14,877	14,587	14,296	14,006	13,715	13,425

Source: Bureau of Census 1980, 1990 and 2000; projections by Department of Community Affairs.

Table E8. Ratio of Fulton Employment by Industry Projections

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total Employed Civilian Population	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Agriculture, Forestry, Fishing, hunting & mining	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Construction	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Manufacturing	14%	12%	10%	9%	8%	8%	7%	6%	6%	5%
Wholesale Trade	5%	6%	6%	5%	4%	4%	4%	3%	3%	3%
Retail Trade	16%	16%	16%	13%	11%	10%	9%	9%	8%	8%
Transportation, warehousing, and utilities	11%	11%	10%	8%	6%	5%	5%	4%	3%	3%
Information	NA	NA	NA	NA	6%	NA	NA	NA	NA	NA
Finance, Insurance, & Real Estate	8%	10%	11%	10%	10%	10%	10%	10%	10%	11%
Professional, scientific, management, administrative, and waste management services	6%	7%	7%	13%	17%	19%	20%	21%	22%	23%
Educational, health and social services	15%	15%	14%	15%	15%	15%	15%	15%	15%	15%
Arts, entertainment, recreation, accommodation and food services	7%	4%	1%	6%	9%	10%	10%	10%	10%	11%
Other Services	6%	10%	13%	8%	4%	4%	4%	4%	4%	4%
Public Administration	6%	5%	5%	4%	4%	3%	3%	3%	3%	2%

Source: Bureau of Census 1980, 1990 and 2000; projections by Department of Community Affairs.

Table E9. Hapeville Employment by Industry Projections

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total Employed Civilian Population	2,888	2,746	2,604	2,716	2,828	2,813	2,798	2,783	2,768	2,753
Agriculture, Forestry, Fishing, hunting & mining	9	5	0	16	31	37	42	48	53	59
Construction	160	223	286	322	357	406	456	505	554	603
Manufacturing	508	472	436	363	290	236	181	127	72	18
Wholesale Trade	131	151	171	115	58	40	22	3	0	0
Retail Trade	540	516	491	423	355	309	263	216	170	124
Transportation, warehousing, and utilities	575	524	472	366	259	180	101	22	0	0
Information	NA	NA	NA	NA	93	NA	NA	NA	NA	NA
Finance, Insurance, & Real Estate	160	140	119	176	233	251	270	288	306	324
Professional, scientific, management, administrative, and waste management services	169	161	153	227	301	334	367	400	433	466
Educational, health and social services	216	175	133	205	277	292	308	323	338	353
Arts, entertainment, recreation, accommodation and food services	144	72	0	181	361	415	470	524	578	632
Other Services	126	185	244	194	144	149	153	158	162	167
Public Administration	150	125	99	84	69	49	29	8	0	0

Source: Bureau of Census 1980, 1990 and 2000; projections by Department of Community Affairs.

Construction and Arts, entertainment, recreation, accommodation and food services employment in Hapeville is slated for double-digit gains by 2025, expanding from 13 percent to 22 and 23 percent in 2000, respectively. These are very significant increases. Employment in the Finance, Insurance, & Real Estate and Professional, scientific, management, administrative, and waste management services sectors is also projected to grow substantially. Employment for Hapeville workers in Transportation, warehousing, and utilities is projected to fall precipitously, having held the number one position in 1980, but not represented by any Hapeville's workers by 2025. Wholesale trade and Public administration employment is also projected to dry up; however, these sectors never comprised a substantial portion of employment for Hapeville residents.

Table E10. Ratio of Hapeville Employment by Industry Projections

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total Employed Civilian Population	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Agriculture, Forestry, Fishing, hunting & mining	0%	0%	0%	1%	1%	1%	2%	2%	2%	2%
Construction	6%	8%	11%	12%	13%	14%	16%	18%	20%	22%
Manufacturing	18%	17%	17%	13%	10%	8%	6%	5%	3%	1%
Wholesale Trade	5%	5%	7%	4%	2%	1%	1%	0%	0%	0%
Retail Trade	19%	19%	19%	16%	13%	11%	9%	8%	6%	5%
Transportation, warehousing, and utilities	20%	19%	18%	13%	9%	6%	4%	1%	0%	0%
Information	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Finance, Insurance, & Real Estate	6%	5%	5%	6%	8%	9%	10%	10%	11%	12%
Professional, scientific, management, administrative, and waste management services	6%	6%	6%	8%	11%	12%	13%	14%	16%	17%
Educational, health and social services	7%	6%	5%	8%	10%	10%	11%	12%	12%	13%
Arts, entertainment, recreation, accommodation and food services	5%	3%	0%	7%	13%	15%	17%	19%	21%	23%
Other Services	4%	7%	9%	7%	5%	5%	5%	6%	6%	6%
Public Administration	5%	5%	4%	3%	2%	2%	1%	0%	0%	0%

Source: Bureau of Census 1980, 1990 and 2000; projections by Department of Community Affairs.

As mentioned above, to accurately assess the importance of sector wage rates, it is important to compare employment totals in these sectors to understand how many residents are actually employed in any one sector. Table E4 indicates that in 2000, most Georgians worked in Services, 39.0 percent, and Manufacturing, 15 percent. These sectors accounted for 26.8 percent and 14.7 percent of earnings in Georgia in 2000, respectively, and ranked 8th and 7th in weekly wages. Lower wages in Services resulted in a smaller number of employees in Manufacturing able to record a higher ratio of earnings to employment. Retail trade was the third largest employment sector in Georgia in 2000; however, a 12th place ranking, dead last in wages, held down earnings as a percent of total earnings.

Earnings by sector data are presented for Georgia in Table E11. Not surprisingly, earnings in the Services sector accounted for 26.7 percent of total earnings in 2000 as employment in this sector dominated all sectors. Retail trade earnings actually comprised only 8.9 percent, the 4th position, as sector wages were very low. The Manufacturing sector registered 14.9 percent of total earnings, driven by a combination of relatively high wages and the 2nd position held by the sector in total employment.

Table E9 shows Fulton residents employed in by far the greatest numbers in Transportation, Communications and Utilities (TCU) at 42.5 percent of total employment. This percentage carried forward from 1990 when TCU employment represented 41.6 percent of the total. TCU wages were the 3RD highest of any sector in 2000, heightening the significance of this employment sector. Services ranked second in the county with 17.2 percent, up more than five percentage points from 1990. Retail trade followed in third with 9.8 percent, and state and local government earnings placed fourth at 8 percent.

Earnings data by sector is not available for Hapeville; and as seen in Table E8 and E10, "Employment by Industry," the distribution of Hapeville employment by sector does not compare closely with that of Fulton County. Accordingly, the percentages recorded above for Fulton are not likely representative of those in Hapeville. The low number of Hapeville residents employed in Fulton County in 2000, only 12 percent as seen in Table E35, supports this conclusion.

Sec. 4.2.8 Employment Compared to Earnings by Industry

Fulton earnings ratios are presented in Table E12. Services employed 36.0 percent of all Fulton employees in 2000, and accounted for only 34.7 percent of earnings, a reflection of relatively low weekly wages. TCU garnered 15 percent of earnings in the County in 2000, as this sector recorded substantial weekly wages of $1,179. Retail trade represented 10.8 percent of employment in Fulton County in 2000, representing only 5.8 percent of earnings. This sector held the 13th position, dead last, in weekly wages in 2000 as shown in Table E11. These figures highlight the importance of the Transportation, Utilities and Communication sector in terms of high wages and high earnings. Retail and Services sector employment combined, 46.8 percent, exceeded TCU employment, thereby, having an impact on the greatest number of workers.

Earnings across Georgia came from a more diversified base. Services accounted for 26.8 percent of earnings in 2000. Manufacturing represented 14.9 percent of total earnings and TCU earnings represented 9.9 percent. Retail and Wholesale trade garnered 9.0 percent and 8.4 percent, respectively. Fully, five sectors were included in the first 70 percent of earnings. In Fulton County, only three industry sectors accounted for this portion of earnings. The County earnings base and, therefore, economy was less diverse in 2000.

Sec. 4.2.10 Earnings by Sector

Table E11 presents Fulton County Earnings by economic sector as projected by Woods and Poole through 2025. In 2000, Services recorded the largest percentage of total earnings and this dominance is expected to increase through 2025. Services has been the dominant earnings sector since 1980. Transportation, communications and utilities garner the second position in terms of earnings; however, this sector is projected to decline as a percent of total earnings in Fulton County. Finance, insurance, & real estate earnings follow but these too are projected to fall off through 2025. Marginal change in each of the other sectors is indicated, highlighting the marked growth in Services earnings as the most significant trend.

Table E11. Fulton County: Earnings by Sector

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total (1996 $)	$18,272,300	$21,907,300	$26,065,100	$30,626,200	$42,029,700	$45,495,100	$49,287,200	$53,622,100	$58,644,300	$64,535,000
Farm (1996 $)	$4,236	$5,368	$2,555	$958	$1,251	$1,356	$1,459	$1,565	$1,674	$1,789
Agricultural Services, Other (1996 $)	$21,642	$38,823	$54,804	$61,128	$98,450	$106,909	$117,298	$128,881	$141,457	$155,047
Mining (1996 $)	$62,095	$42,398	$10,297	$15,099	$10,713	$11,290	$11,766	$12,236	$12,723	$13,234
Construction (1996 $)	$773,491	$985,186	$910,966	$870,819	$1,313,410	$1,371,560	$1,429,460	$1,489,420	$1,552,330	$1,618,890
Manufacturing (1996 $)	$2,085,880	$2,269,060	$2,258,420	$2,908,810	$3,326,220	$3,573,820	$3,826,990	$4,077,740	$4,328,180	$4,581,230
Trans, Comm., & Public Utilities (1996 $)	$2,568,910	$2,827,620	$3,339,050	$4,476,500	$6,300,440	$6,591,050	$6,897,180	$7,254,360	$7,666,620	$8,146,150
Wholesale Trade (1996 $)	$2,682,680	$2,999,660	$2,838,880	$2,659,140	$3,854,880	$4,047,290	$4,219,150	$4,415,850	$4,653,850	$4,950,060
Retail Trade (1996 $)	$1,738,360	$2,005,320	$1,850,360	$1,938,030	$2,428,200	$2,716,440	$2,953,880	$3,177,150	$3,413,360	$3,682,230
Finance, Insurance, & Real Estate (1996 $)	$1,685,720	$2,239,700	$3,027,000	$3,594,770	$5,271,760	$5,705,500	$6,159,000	$6,653,480	$7,197,010	$7,802,570
Services (1996 $)	$3,576,510	$5,189,460	$7,764,450	$9,840,950	$14,574,200	$16,047,100	$17,902,100	$20,175,400	$22,929,700	$26,262,000
Federal Civilian Government (1996 $)	$1,184,860	$1,136,670	$1,333,440	$1,523,290	$1,518,490	$1,476,910	$1,455,130	$1,455,050	$1,476,790	$1,521,380
Federal Military Government (1996 $)	$128,090	$180,731	$167,239	$168,623	$164,775	$174,830	$184,862	$194,776	$204,494	$213,936
State & Local Government (1996 $)	$1,759,830	$1,987,350	$2,507,600	$2,568,120	$3,166,960	$3,671,030	$4,128,920	$4,586,180	$5,066,210	$5,586,570

Source: Woods & Poole Economics, Inc. (values expressed in 1,000's of dollars.)

Table E12. Fulton County: Earnings by Sector %

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total (1996 $)	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Farm (1996 $)	0.02%	0.02%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Agricultural Services, Other (1996 $)	0.12%	0.18%	0.21%	0.20%	0.23%	0.23%	0.24%	0.24%	0.24%	0.24%
Mining (1996 $)	0.34%	0.19%	0.04%	0.05%	0.03%	0.02%	0.02%	0.02%	0.02%	0.02%
Construction (1996 $)	4.23%	4.50%	3.49%	2.84%	3.12%	3.01%	2.90%	2.78%	2.65%	2.51%
Manufacturing (1996 $)	11.42%	10.36%	8.66%	9.50%	7.91%	7.86%	7.76%	7.60%	7.38%	7.10%
Trans, Comm., & Public Utilities (1996 $)	14.06%	12.91%	12.81%	14.62%	14.99%	14.49%	13.99%	13.53%	13.07%	12.62%
Wholesale Trade (1996 $)	14.68%	13.69%	10.89%	8.68%	9.17%	8.90%	8.56%	8.24%	7.94%	7.67%
Retail Trade (1996 $)	9.51%	9.15%	7.10%	6.33%	5.78%	5.97%	5.99%	5.93%	5.82%	5.71%
Finance, Insurance, & Real Estate (1996 $)	9.23%	10.22%	11.61%	11.74%	12.54%	12.54%	12.50%	12.41%	12.27%	12.09%
Services (1996 $)	19.57%	23.69%	29.79%	32.13%	34.68%	35.27%	36.32%	37.63%	39.10%	40.69%
Federal Civilian Government (1996 $)	6.48%	5.19%	5.12%	4.97%	3.61%	3.25%	2.95%	2.71%	2.52%	2.36%
Federal Military Government (1996 $)	0.70%	0.82%	0.64%	0.55%	0.39%	0.38%	0.38%	0.36%	0.35%	0.33%
State & Local Government (1996 $)	9.63%	9.07%	9.62%	8.39%	7.54%	8.07%	8.38%	8.55%	8.64%	8.66%

Source: Woods & Poole Economics, Inc.

Similar trends are evident in earnings projections for Georgia. The Services sector dominates earnings in 2000, and is projected to expand some 7 percent by 2025. No other sector is expected to experience growth in earnings with the exception of Finance, insurance, & real estate for which a quarter percent expansion is projected. Manufacturing earnings ranked behind Services and are expected to dip more than 2 percentage points by 2025. The manufacturing sector led earnings in 1980; however, Services has dominated state earnings since 1990.

Table E13. Georgia: Earnings by Sector

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Total (1996 $)	$66,537,100	$85,919,700	$102,642,000	$123,514,000	$160,462,000	$180,866,000	$202,919,000	$227,019,000	$253,253,000	$281,758,000
Farm (1996 $)	$106,153	$1,087,670	$1,391,280	$1,733,670	$1,565,760	$1,682,760	$1,802,910	$1,933,340	$2,075,970	$2,233,020
Agricultural Services, Other (1996 $)	$244,855	$350,797	$475,908	$660,059	$943,559	$1,086,060	$1,239,330	$1,400,730	$1,566,550	$1,733,320
Mining (1996 $)	$429,934,000	$413,933,000	$373,738	$359,779	$438,244	$445,441	$456,347	$471,301	$489,686	$510,946
Construction (1996 $)	$3,765,500	$5,647,560	$5,975,270	$6,661,070	$9,630,130	$10,606,800	$11,506,000	$12,401,400	$13,309,000	$14,242,900
Manufacturing (1996 $)	$14,997,800	$17,211,700	$17,973,700	$20,801,400	$23,849,500	$26,143,500	$28,510,600	$30,854,700	$33,129,100	$35,298,600
Trans, Comm., & Public Utilities (1996 $)	$6,208,770	$7,604,700	$8,981,390	$11,643,900	$15,867,700	$18,059,600	$20,304,900	$22,610,400	$24,909,000	$27,140,000
Wholesale Trade (1996 $)	$5,900,690	$7,766,500	$9,090,690	$10,085,400	$13,549,200	$15,124,900	$16,662,400	$18,269,600	$19,955,500	$21,729,700
Retail Trade (1996 $)	$6,870,370	$9,141,230	$9,413,850	$11,216,700	$14,426,000	$16,215,300	$18,126,500	$20,144,900	$22,276,700	$24,530,800
Finance, Insurance, & Real Estate (1996 $)	$3,617,310	$4,803,430	$6,600,850	$8,476,150	$12,153,700	$13,862,800	$15,688,500	$17,666,000	$19,784,200	$22,033,100
Services (1996 $)	$10,401,900	$14,915,700	$22,532,200	$30,044,900	$42,959,700	$50,244,000	$58,890,800	$69,107,300	$81,084,500	$95,046,200
Federal Civilian Government (1996 $)	$3,751,390	$4,391,100	$4,780,640	$5,147,370	$5,442,790	$5,621,590	$5,826,300	$6,051,600	$6,295,200	$6,556,750
Federal Military Government (1996 $)	$2,475,230	$3,160,120	$2,765,140	$3,080,300	$3,297,820	$3,501,760	$3,705,550	$3,907,320	$4,105,500	$4,298,440
State & Local Government (1996 $)	$7,767,210	$9,425,300	$12,287,500	$13,602,900	$16,338,300	$18,271,300	$20,198,700	$22,200,700	$24,272,200	$26,403,700

Source: Woods & Poole Economics, Inc. (values expressed in 1,000's of dollars.)

Table E14. Georgia: Earnings by Sector

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

Source: Woods & Poole Economics, Inc.

Sec. 4.2.9 Weekly Wages

Weekly wage data represents vital information in characterizing the employment profile of Hapeville residents. This data is not compiled for small cities; only comparisons of Fulton County and Georgia are possible. County wages of $905 across all industries compare very favorably with State wages, which were recorded as $658 in 2000. Positions in the Wholesale trade sector commanded the highest wages at $988, followed by Financial, Insurance, Real Estate sector at $967 and Transportation, Communication and Utilities fell in this same tier at $949. The next highest classified wages were in the Mining sector at $879. This pattern also describes the top wage rankings in the 1990's, with Wholesale trade, FIRE and TCU holding the first three wage positions.

Wage profiles in Georgia for 2000 saw Wholesale trade in the first position at $988 and FIRE in second at $967. TCU wages were third at $949. These sector rankings were similar to Fulton County, and were also similar to state wages for 1990 except that Mining ranked number two, falling to the fifth position in Georgia by 2000.

As Hapeville representation in the Fulton County workplace is limited to 12 percent, conclusions about Hapeville wages based on Fulton County data are tenuous at best. Hapeville does log substantial employment in the Services, Retail trade and Construction industries. Wages in these industries in Fulton County ranked in the 8th, 13th and 9th position in 2000.

Table E15. Fulton and Georgia Average Weekly Wages 1990 and 2000

Industry	Fulton	Georgia	Fulton	Georgia
	1990		2000	
Agriculture, forestry, and fishing	$342	$276	$515	$403
Mining	$405	$589	$1,017	$879
Construction	$513	$434	$844	$655
Manufacturing	$589	$449	$1,131	$721
Transportation and public utilities	$644	$603	$1,179	$949
Wholesale trade	$691	$603	$1,251	$988
Retail trade	$287	$236	$406	$350
Finance, insurance, and real estate	$679	$543	$1,295	$967
Services	$489	$414	$859	$657
Federal government	$625	$543	$973	$847
Local government	$481	$386	$694	$549
State government	$530	$450	$727	$588
Not elsewhere classified	$357	$341	$1,081	$935
All industries	$582	$425	$905	$658

Source: Georgia Department of Labor 1990 ad 2000.

Table E16. Fulton and Georgia Average Weekly Wages 1990 and 2000

Industry	Fulton	Georgia	Fulton	Georgia
	1990		2000	
Agriculture, forestry, and fishing	59%	65%	57%	61%
Mining	70%	139%	112%	134%
Construction	88%	102%	93%	100%
Manufacturing	101%	106%	125%	110%
Transportation and public utilities	111%	142%	130%	144%
Wholesale trade	119%	142%	138%	150%
Retail trade	49%	56%	45%	53%
Finance, insurance, and real estate	117%	128%	143%	147%
Services	84%	97%	95%	100%
Federal government	107%	128%	108%	129%
Local government	83%	91%	77%	83%
State government	91%	106%	80%	89%
Not elsewhere classified	61%	80%	119%	142%
All industries	$582	$425	$905	$658

Source: Georgia Department of Labor 1990 and 2000.

Table E16 compares Fulton County wages in individual sectors to the average wages of all industrial sectors in 2000. This information facilitates a ranking of industry wages within each jurisdiction. A value of more than 100 percent indicates that wages in that industry sector are greater than the average of all wages. Value of less than 100 indicates that wages in this industry sector are below average weekly wages in the respective jurisdiction. For example, wages in Retail trade in Fulton County represented somewhat less than half the average wage for all industries.

Comparisons of wages across the state and the county may also be made. Generally, sector wages as a percentage of average weekly wages in Fulton tracked those in Georgia. Noted exceptions are manufacturing wages which were substantially above the average wage in Fulton compared to Georgia. Wholesale trade wages in Georgia represented a higher percentage of average weekly wages compared to Fulton. The urban character of Fulton County compared with all of Georgia, which contains many rural areas, may explain such variation.

Weekly wage data is available in Table E17 for 2003, and comparisons between Georgia and Fulton can be made. However, the industry groupings have been adjusted rendering comparisons with 1990 and 200 data difficult. Utilities are considered apart from Transportation, Communications and Utilities and, at $1,720, recorded the highest wages in Fulton for 2003. FIRE posted wages of $1,519 for the 2nd position, and "Management" garnered 3rd with $1,441. "Professional, scientific and technical services" recorded wages of $1,373 in 2003. "Information" ranked 4th in Fulton wages at $1,373.

Georgia wages in 2003 tracked Fulton wages as Utilities at $1,312 paid the highest industry wage. Management followed at $1,251, and Information was third at $1,148. Behind that at 4th was FIRE and Profession, scientific and technical services posted wages of $1,099 in the 5th spot. Georgia wages maintained remarkable consistency in relation to Fulton wages across all industries, as state wages were 73 percent of county wages in 2003, 2000 and 1990.

Employment sectors comprising Hapeville's largest number of employees were, in rank order, "Arts, entertainment, recreation, accommodation and food services," "Retail trade" and "Construction. These sectors ranked 11th, 18th and 10th, respectively. Accommodation and food services were broken out from Arts, entertainment, and recreation in 2003 and actually ranked last in weekly wages at $373.

Table E17. Fulton and Georgia Average Weekly Wages 2003

Industry	Fulton	Georgia
	2003	2003
Goods Producing	$1,078	$735
Agriculture, forestry, & fishing	NA	$421
Mining	NA	$952
Construction	$960	$710
Manufacturing	$1,162	$761
Service Producing	$967	$702
Wholesale trade	$1,230	$1,032
Retail trade	$558	$454
Transportation and warehousing	$993	$838
Utilities	$1,720	$1,312
Information	$1,381	$1,148
Finance and insurance	$1,519	$1,117
Real estate and rental and leasing	$894	$715
Professional, scientific/technical services	$1,373	$1,099
Management: companies/enterprises	$1,441	$1,251
Administrative and waste services	$616	$514
Educational services	$696	$680
Health care and social services	$875	$695
Arts, entertainment and recreation	$920	$553
Accommodation and food services	$373	$261
Other services (except government)	$857	$483
Unclassified - industry not assigned	$937	$704
Total - Private Sector	$977	$709
Total - Government	$856	$681
Federal government	$1,132	1,036
State government	$820	$640
Local government	$748	$610
All industries	$960	$704

Source: Georgia Department of Labor 2003.

Table E18. Fulton and Georgia Average Weekly Wages 2003 (%)

Industry	Fulton	Georgia
	2003	2003
Goods Producing	112%	104%
Agriculture, forestry, & fishing	NA	60%
Mining	NA	135%
Construction	100%	101%
Manufacturing	121%	108%
Service Producing	101%	100%
Wholesale trade	128%	147%
Retail trade	58%	64%
Transportation and warehousing	103%	119%
Utilities	179%	186%
Information	144%	163%
Finance and insurance	158%	159%
Real estate and rental and leasing	93%	102%
Professional, scientific/technical services	143%	156%
Management: companies/enterprises	150%	178%
Administrative and waste services	64%	73%
Educational services	73%	97%
Health care and social services	91%	99%
Arts, entertainment and recreation	96%	79%
Accommodation and food services	39%	37%
Other services (except government)	89%	69%
Unclassified - industry not assigned	98%	100%
Total - Private Sector	102%	101%
Total - Government	89%	97%
Federal government	118%	NA
State government	85%	91%
Local government	78%	87%
All industries	100%	100%

Source: Georgia Department of Labor 2003.

Sec. 4.2.11 Personal Income by Type

Personal income by type is available for Hapeville, Fulton County and Georgia and is a measure of the sources of household income. This data is an important determinant of economic vitality, as diverse income sources can augment employment earnings. Census collects data in seven income categories: (1) wages and salaries; (2) other labor income; (3) self-employment income; (4) interest, dividends and rental income; (5) social security income, (6) public assistance income and (7) retirement income. This data also characterizes the community, particularly self employment income, social security income, public assistance income and retirement income as such statistics can be a predictor of entrepreneurial opportunities, retirement population and economic stress.

As seen in Table E19, wages and salaries in Georgia for 2000 accounted 78.2 percent of all personal income. Interest, dividends and rental income accounted for 5.3 percent, and social security income comprised 4.0 percent. Retirement income was 4.6 percent and self-employment income formed 5.6 percent of total income in Georgia in 2000.

Wage and salary income ratios for Hapeville and Fulton were nearly identical to Georgia in 2000. Self-employment income ratios in Hapeville, as a percentage of total household income, fell short of those in Fulton and Georgia, as did interest, dividends and rental income ratios. This suggests that entrepreneurial opportunity and savings, investment and property ownership levels may be somewhat lower in Hapeville. This is bolstered by a trend upward in the ratio of wage or salary income, which gained nearly 7 percentage points between 1990 and 2000.

The ratio of social security income, not all of which is retirement income, was significantly higher in Hapeville compared to Georgia and more than twice the ratio of Fulton. Public assistance income, although forming only a small portion of total household income in Hapeville at 0.9 percent, was twice the rate in Fulton County. The percentage of Georgia household income based on public assistance income was less than one-tenth of one percent.

Income sources for Georgia, Fulton and Hapeville for 2000 are compared below:

Table E19. Ratio of Personal Income by Type 2000

Category	Hapeville	Fulton	Georgia
Total income	100.0%	100.0%	100.0%
Aggregate wage or salary income for households	78.1%	78.4%	78.2%
Aggregate other types of income for households	2.1%	1.2%	1.7%
Aggregate self employment income for households	4.6%	6.6%	5.6%
Aggregate interest, dividends, or net rental income	4.2%	7.8%	5.3%
Aggregate social security income for households	6.6%	2.4%	4.0%
Aggregate public assistance income for households	0.9%	0.5%	0.0%
Aggregate retirement income for households	3.6%	3.1%	4.6%

Source: Bureau of Census 2000.

Table E20. Georgia Personal Income by Type

Category	1990	2000
Total income	87,114,415,462	170,271,810,700
Aggregate wage or salary income for households	68,393,747,335	133,220,601,500
Aggregate other types of income for households	980,166,673	2,897,846,900
Aggregate self employment income for households	5,450,375,467	9,529,395,400
Aggregate interest, dividends, or net rental income	4,897,744,209	8,973,470,100
Aggregate social security income for households	3,776,110,950	6,881,827,400
Aggregate public assistance income for households	625,890,309	374,957
Aggregate retirement income for households	2,990,380,519	7,776,117,500

Source: Bureau of Census 2000.

Table E21. Fulton County Personal Income by Type

Category	1990	2000
Total income	11,842,864,400	24,071,786,000
Aggregate wage or salary income for households	9,093,627,341	18,874,675,400
Aggregate other types of income for households	104,740,942	291,724,900
Aggregate self employment income for households	894,266,206	1,590,299,900
Aggregate interest, dividends, or net rental income	993,093,191	1,867,484,800
Aggregate social security income for households	373,197,586	581,378,600
Aggregate public assistance income for households	75,315,102	113,246,200
Aggregate retirement income for households	308,624,032	752,976,200

Source: Bureau of Census 1990 and 2000.

Table E22. Hapeville Personal Income by Type

Category	1990	2000
Total income	66,548,946	96,285,800
Aggregate wage or salary income for households	47,762,090	75,196,700
Aggregate other types of income for households	936,701	2,030,900
Aggregate self employment income for households	2,880,813	4,396,900
Aggregate interest, dividends, or net rental income	4,084,199	4,007,700
Aggregate social security income for households	6,363,171	6,314,700
Aggregate public assistance income for households	563,520	888,500
Aggregate retirement income for households	3,958,452	3,450,400

Source: Bureau of Census 1990 and 2000.

Table E23. Ratio of Georgia Personal Income by Type

Category	1990	2000
Total income	100.0%	100.0%
Aggregate wage or salary income for households	78.5%	78.2%
Aggregate other types of income for households	1.1%	1.7%
Aggregate self employment income for households	6.3%	5.6%
Aggregate interest, dividends, or net rental income	5.6%	5.3%
Aggregate social security income for households	4.3%	4.0%
Aggregate public assistance income for households	0.7%	0.0%
Aggregate retirement income for households	3.4%	4.6%

Source: Bureau of Census 1990 and 2000.

Table E24. Ratio of Fulton County Personal Income by Type

Category	1990	2000
Total income	100.0%	100.0%
Aggregate wage or salary income for households	76.8%	78.4%
Aggregate other types of income for households	0.9%	1.2%
Aggregate self employment income for households	7.6%	6.6%
Aggregate interest, dividends, or net rental income	8.4%	7.8%
Aggregate social security income for households	3.2%	2.4%
Aggregate public assistance income for households	0.6%	0.5%
Aggregate retirement income for households	2.6%	3.1%

Source: Bureau of Census 1990 and 2000.

Table E25. Ratio of Hapeville Personal Income by Type

Category	1990	2000
Total income	100.0%	100.0%
Aggregate wage or salary income for households	71.8%	78.1%
Aggregate other types of income for households	1.4%	2.1%
Aggregate self employment income for households	4.3%	4.6%
Aggregate interest, dividends, or net rental income	6.1%	4.2%
Aggregate social security income for households	9.6%	6.6%
Aggregate public assistance income for households	0.8%	0.9%
Aggregate retirement income for households	5.9%	3.6%

Source: Bureau of Census 1990 and 2000.

Sec. 4.2.12 Major Community-Level Economic Activities

While not all Hapeville residents find employment within the city limits, Hapeville is hardly just a bedroom community. Very substantial employers are located in Hapeville, including the Ford Assembly Plant, Delta World Span Headquarters, Wachovia Operations Center and the Atlanta Airport Hilton.

Retailing is not strong in Hapeville, as residents have depended on nearby centers for such commodities as groceries. No major mall is located within or near Hapeville as distant Southlake, Shannon and Greenbriar Malls are the nearest shopping centers. Such "big box" stores, as Target, Lowe's, Wal-Mart and Home Depot are also a considerable distance from Hapeville. Clothing boutiques and specialty shops are notably absent in the city, though the market for such stores seems to be improving. A local drugstore has been in the downtown under one ownership for three generations and a second chain drug store serves this market. Automotive repair services and other repair shops are represented in adequate although not excessive numbers.

Hospitality and services sectors dominate the smaller employers that cater to business travelers and area office employees.

Census data do not offer well-founded conclusions about the Hapeville economy. Employment, earnings, wage and occupational data are tied to Hapeville residents who may or may not work in Hapeville. In fact, Census reports that only 11.5 percent of Hapeville residents actually work in Hapeville. Conclusions about economic activities must be based on the presence of major employers and projections about future employment. Clearly, airport related operations, such as those at Delta, will continue to have a strong presence in the Hapeville economy based on proximity to the airport. The hospitality industry is expected to expand as air travel is projected to expand.

Airport planners project significant growth in air travel, expanding from 83,606,583 passengers in 2004, to 141.9 million in 2015, some 69.7 percent. Airfreight is also expected to experience substantial growth. Freight forwarders do not have a strong presence in Hapeville, but specialty repair and service shops can be expected to develop in the city to serve growing airport needs. One airport related service, Hertz Rent-A-Car, is expected to vacate their Sylvan Road property and relocate to College Park as part of an airport plan to locate all car rental agencies in one consolidated facility. Car rental agencies, which characterize the East Point and College Park markets, as well as airport related "park & ride" facilities, are not found in Hapeville and none are anticipated.

Ford has undeveloped land adjacent to its operation. A plant expansion is anticipated. Other expansions in the Hapeville economy are believed to be in the office, hospitality and in mixed use developments. The latter market trend is expected to enliven the downtown, the Dogwood corridor and portions of the Old First Ward as the development focus on Hapeville sharpens.

Sec. 4.2.13 Major Residential Development

Major residential development in Hapeville since the 2000 Census includes construction of 25 single family detached units, and 81 multifamily dwelling units. This construction has added significantly to the housing stock in Hapeville where the market continues to evolve.

Upscale detached units are being added monthly, with building lots becoming scarce. The next round of construction will move on to "tear downs," as demand for housing will render such approaches economic. This dynamic has been well documented in Atlanta and nearby College Park. Mixed use structures are being created in former commercial buildings at the edge of Virginia Park. Similar re-use is expected in the downtown and along Dogwood Drive. Townhouse construction has occurred, and more is planned, particularly in the southern portion of the city. Multifamily construction has also occurred, notably in the seniors market; however, future housing unit ratios are expected to be driven by conversion of existing attached rental units to mixed use products and townhouses. This trend depends on an evolution of the market toward more upscale housing. The combination of housing product development will drive densification of the housing stock.

Sec. 4.2.14 Major Commercial Development

The other development generator in Hapeville is expected to be in the commercial sector, with only the industrial expansion of Ford as noted. Hapeville benefits from three interchanges on two major north-south interstate corridors, I-75 and I-85. Expansion at Hartsfield, including the East Terminal and the Southern Crescent Transportation Services Center is expected to drive demand for office and hospitality uses. These will focus on Virginia Park and College Square, the Old First Ward, as high land costs will drive development skyward. An evolving upscale housing market in nearby College Park, and increasingly Hapeville, will foster added office development, as potential employees will become increasingly available. Mid and high rise construction, on the order of the Delta Campus and Hilton, will begin to characterize these growth nodes. The Old First Ward is particularly well positioned to capitalize on Hapeville's transportation assets as this location is near a new principal entrance to Hartsfield, the Southern Crescent Transportation Services Center and, very significantly, is isolated from revitalizing neighborhoods.

Sec. 4.2.15 Unique Economic Activities

Among Hapeville's unique economic activities is the Hapeville Ford Plant. This facility is a significant regional employer with a substantial multiplier effect on the Atlanta economy as local suppliers support the plant. The visible location on I-75 and the relative absent of "heavy industry" in this region also contribute to the unique character of the plant. Delta jets have a long history in Hapeville with generations of claiming employment there. Together with the Wachovia Operations Center, these office employers dominate the southern portion of Hapeville, creating a park like setting and serving to buffer the downtown from the airport.

Federal Express airfreight operations are also located in Hapeville, bordering directly on airport runways. Like the major employers mentioned above, this business is isolated from Hapeville neighborhoods and this location has the effect of protecting the traditional core of the city and small town character.

Of course, no account of unique economic activities impacting Hapeville would be complete without mentioning Atlanta Hartsfield Jackson International Airport. The Airport forms the cities southern border, employs many Hapeville residents and generates demand for Delta services, for most of the hotel rooms in such hotels as the Atlanta Airport Hilton and "extended stay" hotels such as Marriott Residence Inn and Marriott Courtyard, and a host of restaurants and airport-related businesses. Together with proximity to downtown Atlanta, a regional employment destination, Hapeville is positioned as a small town with major league employment and services options.

Sec. 4.2.16 Labor Force

Labor force data provided in Table E26 may more informative concerning Hapeville workers than data provided in previous tables, as specific job categories are used rather than industry sectors. Weekly wage data references these sectors; however, the relative wages of the occupations listed in Tables 22 and 23 are more widely known. Accordingly, perhaps, more useful conclusions as to the earnings Hapeville workers can be reached. Most importantly, these tables yield a valid comparison of employment by occupation of Hapeville residents to U.S., Georgia and Fulton workers over the past two decades.

In 1990, only 9.3 percent of the Hapeville workforce was engaged in executive, administrative, and managerial occupations. This compares to 12.3 percent across the U.S., 12.3 percent in Georgia and 16.6 percent in Fulton. These are typically high wage positions, and the relatively low participation rate is significant.

Similarly, sales occupations can be relatively lucrative. Here, 11.8 percent of U.S. workers, 12.3 percent of Georgia workers, and 14.4 percent of Fulton workers compare to only 8.4 percent of Hapeville workers. Administrative support occupations, including clerical, in the "Technical, sales, and administrative support occupations" tend to be lower wage jobs. Hapeville residents were engaged in these positions at higher rates, 22.8 percent, than the other locations, with the U.S. at 16.3 percent, Georgia at16.0 percent and Fulton workers at 17.1 percent. "Technical, sales, and administrative support occupations" encompass "Administrative support occupations, including clerical." Support occupations and clerical employment tend to be lower wage positions, and again, Hapeville is represented at higher rates than the other locations, with 16.3 percent of U.S. workers, 16.0 percent of Georgia workers, 17.1 percent of Fulton workers compared to 22.8 percent of Hapeville workers.

Of considerable significance is the Hapeville workforce's representation in "Precision production, craft, and repair occupations" as well as "Machine operators, assemblers, and inspectors." Wages in these occupations can be substantial and may represent the historic employment base characterizing Hapeville workers.

Table E26. Occupation of Employed Persons 16 years and over U.S., Georgia, Fulton and Hapeville 1990

Occupation	United States	Georgia	Fulton	Hapeville
Managerial and professional specialty occupations (000-202):				
Executive, administrative, and managerial occupations (000-042)	1,4227,916	378,984	53,051	241
Professional specialty occupations (043-202)	16,305,666	382,306	48,573	144
Technical, sales, and administrative support occupations (203-402):				
Technicians and related support occupations (203-242)	4,257,235	110,731	11,919	41
Sales occupations (243-302)	13,634,686	379,602	46,191	218
Administrative support occupations, including clerical (303-402)	18,826,477	494,484	54,893	593
Service occupations (403-472):				
Private household occupations (403-412)	521,154	15,912	2,496	0
Protective service occupations (413-432)	1,992,852	52,603	5,167	39
Service occupations, except protective and household (433-472)	12,781,911	302,132	36,825	310
Farming, forestry, and fishing occupations (473-502)	2,839,010	68,174	3,240	0
Precision production, craft, and repair occupations (503-702)	13,097,963	366,391	21,255	399
Operators, fabricators, and laborers (703-902):				
Machine operators, assemblers, and inspectors (703-802)	7,904,197	262,698	12,899	303
Transportation and material moving occupations (803-863)	4,729,001	142,092	11,323	155
Handlers, equipment cleaners, helpers, and laborers (864-902)	4,563,134	134,167	12,317	161

Source: Bureau of Census 1990.

Table E27. Occupation of Employed Persons 16 years and over U.S., Georgia, Fulton and Hapeville 1990

Occupation	United States	Georgia	Fulton	Hapeville
Managerial and professional specialty occupations (000-202):				
Executive, administrative, and managerial occupations (000-042)	12.3%	12.3%	16.6%	9.3%
Professional specialty occupations (043-202)	14.1%	12.4%	15.2%	5.5%
Technical, sales, and administrative support occupations (203-402):	0.0%	0.0%	0.0%	0.0%
Technicians and related support occupations (203-242)	3.7%	3.6%	3.7%	1.6%
Sales occupations (243-302)	11.8%	12.3%	14.4%	8.4%
Administrative support occupations, including clerical (303-402)	16.3%	16.0%	17.1%	22.8%
Service occupations (403-472):	0.0%	0.0%	0.0%	0.0%
Private household occupations (403-412)	0.5%	0.5%	0.8%	0.0%
Protective service occupations (413-432)	1.7%	1.7%	1.6%	1.5%
Service occupations, except protective and household (433-472)	11.0%	9.8%	11.5%	11.9%
Farming, forestry, and fishing occupations (473-502)	2.5%	2.2%	1.0%	0.0%
Precision production, craft, and repair occupations (503-702)	11.3%	11.9%	6.6%	15.3%
Operators, fabricators, and laborers (703-902):	0.0%	0.0%	0.0%	0.0%
Machine operators, assemblers, and inspectors (703-802)	6.8%	8.5%	4.0%	11.6%
Transportation and material moving occupations (803-863)	4.1%	4.6%	3.5%	6.0%
Handlers, equipment cleaners, helpers, and laborers (864-902)	3.9%	4.3%	3.8%	6.2%
TOTAL	100.0%	100.0%	100.0%	100.0%

Source: Bureau of Census 1990 and 2000.

Similar comparisons are made for 2000 in Tables E20 and E21, although changes in the occupational categories render exacting comparisons impossible. Table E26 indicates that Hapeville worker participation in Professional, scientific, management, administrative, and waste management services at rates below national and state levels and at 18 percent of the Fulton workforce compared to just 7 percent for Hapeville's workforce, well below the county.

Table E28. Occupation of Employed Persons 16 years and over U.S., Georgia, Fulton and Hapeville 2000

	United States	Georgia	Fulton	Hapeville
Total Population	281,421,920	8,186,453	816,006	6,180
Total:	129,721,512	3,839,756	392,627	2,828
Male:	69,091,443	2,051,523	211,687	1,739
Agriculture, forestry, fishing and hunting, and mining:	1,986,285	43,887	838	31
Agriculture, forestry, fishing and hunting	1,557,810	38,216	768	31
Mining	428,475	5,671	70	0
Construction	7,919,645	275,824	18,450	348
Manufacturing	12,534,909	374,200	22,272	184
Wholesale trade	3,260,178	102,257	10,532	58
Retail trade	7,678,162	231,473	22,187	255
Transportation and warehousing, and utilities:	5,025,989	171,096	15,183	211
Transportation and warehousing	4,119,395	140,714	13,874	194
Utilities	906,594	30,382	1,309	17
Information	2,161,769	73,877	14,111	54
Finance, insurance, real estate and rental and leasing:	3,785,972	102,418	19,688	82
Finance and insurance	2,501,843	64,644	12,673	34
Real estate and rental and leasing	1,284,129	37,774	7,015	48
Professional, scientific, management, administrative, and waste management services:	6,697,970	202,461	37,907	120
Professional, scientific, and technical services	4,120,499	120,241	27,328	30
Management of companies and enterprises	31,534	1,165	239	0
Administrative and support and waste management services	2,545,937	81,055	10,340	90
Educational, health and social services:	6,539,753	151,462	16,276	85
Educational services	3,509,463	82,001	7,926	24
Health care and social assistance	3,030,290	69,461	8,350	61
Arts, entertainment, recreation, accommodation and food services:	4,929,179	125,524	19,292	176
Arts, entertainment, and recreation	1,271,377	25,969	3,713	28
Accommodation and food services	3,657,802	99,555	15,579	148
Other services (except public administration)	3,174,397	93,919	8,380	111

Public administration	3,397,235	103,125	6,571	24
Female:	60,630,069	1,788,233	180,940	1,089
Agriculture, forestry, fishing and hunting, and mining:	439,768	9,314	219	0
Agriculture, forestry, fishing and hunting	371,873	8,586	184	0
Mining	67,895	728	35	0
Construction	881,862	28,886	2,339	9
Manufacturing	5,751,096	194,630	10,679	106
Wholesale trade	1,406,579	45,769	4,837	0
Retail trade	7,543,554	228,075	20,228	100
Transportation and warehousing, and utilities:	1,714,113	60,208	7,844	48
Transportation and warehousing	1,446,458	51,658	7,117	48
Utilities	267,655	8,550	727	0
Information	1,834,795	61,619	10,350	39
Finance, insurance, real estate and rental and leasing:	5,149,000	148,822	18,752	151
Finance and insurance	3,984,729	110,679	12,862	132
Real estate and rental and leasing	1,164,271	38,143	5,890	19
Professional, scientific, management, administrative, and waste management services:	5,363,895	159,953	28,206	181
Professional, scientific, and technical services	3,476,362	100,703	19,215	55
Management of companies and enterprises	38,937	1,494	262	0
Administrative and support and waste management services	1,848,596	57,756	8,729	126
Educational, health and social services:	19,303,276	524,131	42,886	192
Educational services	7,861,743	231,495	19,663	72
Health care and social assistance	11,441,533	292,636	23,223	120
Arts, entertainment, recreation, accommodation and food services:	5,281,116	148,913	17,132	185
Arts, entertainment, and recreation	1,035,108	19,089	2,944	19
Accommodation and food services	4,246,008	129,824	14,188	166
Other services (except public administration)	3,146,235	87,910	9,162	33
Public administration	2,814,780	90,003	8,306	45

Source: Bureau of Census 2000.

Table E29. Ratio of Occupation of Employed Persons 16 years and over U.S., Georgia, Fulton, Hapeville 2000

	United States	Georgia	Fulton	Hapeville
Male:	100%	100%	100%	100%
Agriculture, forestry, fishing and hunting, and mining:	3%	2%	0%	2%
Agriculture, forestry, fishing and hunting	2%	2%	0%	2%
Mining	1%	0%	0%	0%
Construction	11%	13%	9%	20%
Manufacturing	18%	18%	11%	11%
Wholesale trade	5%	5%	5%	3%
Retail trade	11%	11%	10%	15%
Transportation and warehousing, and utilities:	7%	8%	7%	12%
Transportation and warehousing	6%	7%	7%	11%
Utilities	1%	1%	1%	1%
Information	3%	4%	7%	3%
Finance, insurance, real estate and rental and leasing:	5%	5%	9%	5%
Finance and insurance	4%	3%	6%	2%
Real estate and rental and leasing	2%	2%	3%	3%
Professional, scientific, management, administrative, and waste management services:	10%	10%	18%	7%
Professional, scientific, and technical services	6%	6%	13%	2%
Management of companies and enterprises	0%	0%	0%	0%
Administrative and support and waste management services	4%	4%	5%	5%
Educational, health and social services:	9%	7%	8%	5%
Educational services	5%	4%	4%	1%
Health care and social assistance	4%	3%	4%	4%
Arts, entertainment, recreation, accommodation and food services:	7%	6%	9%	10%
Arts, entertainment, and recreation	2%	1%	2%	2%
Accommodation and food services	5%	5%	7%	9%
Other services (except public administration)	5%	5%	4%	6%
Public administration	5%	5%	3%	1%
Female:	100%	100%	100%	100%
Agriculture, forestry, fishing and hunting, and mining:	1%	1%	0%	0%
Agriculture, forestry, fishing and hunting	1%	0%	0%	0%

Mining	0%	0%	0%	0%
Construction	1%	2%	1%	1%
Manufacturing	9%	11%	6%	10%
Wholesale trade	2%	3%	3%	0%
Retail trade	12%	13%	11%	9%
Transportation and warehousing, and utilities:	3%	3%	4%	4%
Transportation and warehousing	2%	3%	4%	4%
Utilities	0%	0%	0%	0%
Information	3%	3%	6%	4%
Finance, insurance, real estate and rental and leasing:	8%	8%	10%	14%
Finance and insurance	7%	6%	7%	12%
Real estate and rental and leasing	2%	2%	3%	2%
Professional, scientific, management, administrative, and waste management services:	9%	9%	16%	17%
Professional, scientific, and technical services	6%	6%	11%	5%
Management of companies and enterprises	0%	0%	0%	0%
Administrative and support and waste management services	3%	3%	5%	12%
Educational, health and social services:	32%	29%	24%	18%
Educational services	13%	13%	11%	7%
Health care and social assistance	19%	16%	13%	11%
Arts, entertainment, recreation, accommodation and food services:	9%	8%	9%	17%
Arts, entertainment, and recreation	2%	1%	2%	2%
Accommodation and food services	7%	7%	8%	15%
Other services (except public administration)	5%	5%	5%	3%
Public administration	5%	5%	5%	4%

Source: Bureau of Census 2000.

Table E30. U.S., Georgia, Fulton and Hapeville Labor Force Participation 1990

Category	United States	Georgia	Fulton	Hapeville
Total Males and Females	191,829,271	4,938,381	508,594	4,480
In labor force:	125,182,378	3,351,513	344,956	2,846
Civilian Labor force	123,473,450	3,278,378	343,768	2,846
Civilian Employed	115,681,202	3,090,276	320,149	2,604
Civilian unemployed	7,792,248	188,102	23,619	242
In Armed Forces	1,708,928	73,135	1,188	0
Not in labor force	66,646,893	1,586,868	163,638	1,634
Total Males	92,025,913	2,353,659	238,386	2,139
Male In labor force:	68,509,429	1,804,052	179,749	1,616
Male Civilian Labor force	66,986,201	1,738,488	178,793	1,616
Male Civilian Employed	62,704,579	1,648,895	166,991	1,494
Male Civilian unemployed	4,281,622	89,593	11,802	122
Male In Armed Forces	1,523,228	65,564	956	0
Male Not in labor force	23,516,484	549,607	58,637	523
Total Females	99,803,358	2,584,722	270,208	2,341
Female In labor force:	56,672,949	1,547,461	165,207	1,230
Female Civilian Labor force	56,487,249	1,539,890	164,975	1,230
Female Civilian Employed	52,976,623	1,441,381	153,158	1,110
Female Civilian unemployed	3,510,626	98,509	11,817	120
Female In Armed Forces	185,700	7,571	232	0
Female Not in labor force	43,130,409	1,037,261	105,001	1,111

Source: Bureau of Census 1990.

Table E31. Ratio of U.S., Georgia, Fulton and Hapeville Labor Force Participation 1990

Category	United States	Georgia	Fulton	Hapeville
In labor force:	100%	100%	100%	100%
Civilian Labor force	99%	98%	100%	100%
Civilian Employed	92%	92%	93%	91%
Civilian unemployed	6%	6%	7%	9%
In Armed Forces	1%	2%	0%	0%
Not in labor force	53%	47%	47%	57%
Total Males	100%	100%	100%	100%
Male In labor force:	74%	77%	75%	76%
Male Civilian Labor force	73%	74%	75%	76%
Male Civilian Employed	68%	70%	70%	70%
Male Civilian unemployed	5%	4%	5%	6%
Male In Armed Forces	2%	3%	0%	0%
Male Not in labor force	26%	23%	25%	24%
Total Females	100%	100%	100%	100%
Female In labor force:	57%	60%	61%	53%
Female Civilian Labor force	57%	60%	61%	53%
Female Civilian Employed	53%	56%	57%	47%
Female Civilian unemployed	4%	4%	4%	5%
Female In Armed Forces	0%	0%	0%	0%
Female Not in labor force	43%	40%	39%	47%

Source: Bureau of Census 1990.

Table E31 characterizes the labor force by sex, civilian and military categories and indicates participation rates and unemployment rates in1990. Comparisons of U.S., Georgia, Fulton County and Hapeville workers are provided. When the total labor force is considered, both male and female, it is evident that participation rates for Hapeville residents eligible for employment are below all other rates, in fact 10 percentage points below state and county rates. A higher unemployment rate corresponds to this lower labor force participation rate.

Males are represented in the Hapeville labor force at rates comparable to the other locations. Females in the Hapeville labor force are not represented at comparable rates, and are 10 percentage points below participation rates in Fulton County.

Table E32 provides these comparisons for 2000; Hapeville males again compare favorable to all participation rates considered. Female participation rates actually slipped four percentage points dropping from 53 percent in 1990 to 49 percent in 2000. The gap between civilian female employment in Hapeville compared to Fulton also widened, with 48 percent of Hapeville females in the labor force in 2000 compared to 61 percent in Fulton. As females are the traditional caregivers, these comparisons may be viewed in that light. Economic analyses consider the impact of sole wage earner households, suggested by the lower participation of females in the labor force, on household income.

Table E32. U.S., Georgia, Fulton and Hapeville Labor Force Participation 2000

	United States	Georgia	Fulton	Hapeville
Total:	217,168,077	6,250,687	637,017	4,882
Male:	104,982,282	3,032,442	309,690	2,494
In labor force:	74,273,203	2,217,015	232,858	1,847
In Armed Forces	987,898	57,840	515	0
Civilian:	73,285,305	2,159,175	232,343	1,847
Employed	69,091,443	2,051,523	211,687	1,739
Unemployed	4,193,862	107,652	20,656	108
Not in labor force	30,709,079	815,427	76,832	647
Female:	112,185,795	3,218,245	327,327	2,388
In labor force:	64,547,732	1,912,651	198,695	1,166
In Armed Forces	164,239	9,018	166	21
Civilian:	64,383,493	1,903,633	198,529	1,145
Employed	60,630,069	1,788,233	180,940	1,089
Unemployed	3,753,424	115,400	17,589	56
Not in labor force	47,638,063	1,305,594	128,632	1,222

Source: Bureau of Census 2000.

Table E33. Ratio of U.S., Georgia, Fulton and Hapeville Labor Force Participation 2000

	United States	Georgia	Fulton	Hapeville
Male:	100%	100%	100%	100%
In labor force:	71%	73%	75%	74%
In Armed Forces	1%	2%	0%	0%
Civilian:	70%	71%	75%	74%
Employed	66%	68%	68%	70%
Unemployed	4%	4%	7%	4%
Not in labor force	29%	27%	25%	26%
Female:	100%	100%	100%	100%
In labor force:	58%	59%	61%	49%
In Armed Forces	0%	0%	0%	1%
Civilian:	57%	59%	61%	48%
Employed	54%	56%	55%	46%
Unemployed	3%	4%	5%	2%
Not in labor force	42%	41%	39%	51%

Source: Bureau of Census 2000.

Sec. 4.2.17 Employment by Location

Table E34 compares the workplace location of Hapeville and Fulton County residents in 1990; Table E35 provides 2000 data. This information is indicative of the number of workers who are able to find employment near their residence. According to the U.S. Census, 2,772 Hapeville residents were employed in 2000, up 242 or nearly 10 percent from 1990. Of this total, 319, or 12 percent, worked in Fulton County and 2,453, or 88 percent, worked outside of the county; none worked out of state. Such low employment rates for Hapeville workers in Fulton County diminish the validity of statistical comparisons using Fulton date when Hapeville data is not available.

The number of Fulton County workers was up 68,292 in 2000 over 1990, an increase of 22 percent. Some 69.9 percent of county workers found employment within Fulton County in 2000. This was marginally higher in 1990 when 70.9 percent of Fulton residents worked in their place of residence. Only 1.0 percent of Fulton workers traveled out of state for employment in 1990, this rose to 1.3 percent in 2000, indicating a slightly more mobile workforce.

Table E34. Labor Force by Place of Work 1990

Category	Georgia	Fulton	Hapeville
Total population	4,938,381	648,951	5,483
Worked in State of residence	NA	312,049	2,530
Worked in place of residence	653,695	221,309	320
Worked outside of place of residence	829,332	90,740	2,210
Worked outside of state of residence	76,404	3,317	0

Source: Bureau of Census 1990.

Table E35. Labor Force by Place of Work 2000

Category	Georgia	Fulton	Hapeville
Total population	3,832,803	816,006	6,180
Worked in State of residence	3,737,030	380,341	2,772
Worked in county of residence	2,240,758	265,870	319
Worked outside of county of residence	1,496,272	114,471	2,453
Worked outside of state of residence	95,773	5,101	0

Source: Bureau of Census 2000.

Table E36. Unemployment Rates

County	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
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
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
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
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
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
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	3.4
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	3.7
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	3.8
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
Georgia	5.2	5.0	6.7	5.9	5.1	4.8	4.6	4.5	4.2	3.8	3.5	4.0	4.8	4.7
United States	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

Source: Department of Labor 2003. NOTE: Shaded areas denote the highest unemployment in that year.

Sec. 4.2.18 Unemployment Rates

Unemployment rates by county have tended to demonstrate the strength of Atlanta's growing, affluent counties, particularly Cobb, Gwinnett, Henry and Rockdale. Fayette County has dominated the state in measures of income and employment for many years. Fulton, Clayton and Spalding counties logged the highest rates of unemployment in 2003, with Spalding and Fulton recording the highest rates over the period 1996 – 2003. Significantly, Fulton County employment was the highest among the nine counties 5 out of the past 13 years, surpassed only by Spalding in 10 of the past 13 years. As many Hapeville residents are believed to be employed in Fulton and Clayton counties, unemployment levels among Hapeville residents are believed to be high relative to Cobb, Gwinnett, Henry, Rockdale and Fayette counties.

Unemployment rates for Georgia and the U.S. indicate the strength of the Georgia economy, as rates have been consistently under the national unemployment rate for the period 1990 – 2003. Unemployment in Fulton has exceeded state levels for all but one of that 14-year period. Unemployment rates in Clayton, a county thought to employ many Hapeville workers, actually fell below state rates in six of the 14 years presented.

Table E37. Means of Transportation to Work 1990

	United States	Georgia	Fulton	Hapeville
Car, truck, or van:				
Drove alone	8,4215,298	2,378,509	220,646	1,839
Carpooled	15,377,634	467,624	35,447	303
Public transportation:				
Bus or trolley bus	3,445,000	65,507	32,071	206
Streetcar or trolley car	78130	603	235	0
Subway or elevated	1,755,476	14,764	6,974	40
Railroad	574,052	927	209	0
Ferryboat	37,497	181	22	0
Taxicab	179,434	4,698	599	0
Motorcycle	237,404	4,153	263	0
Bicycle	466,856	4,807	544	0
Walked	4,488,886	72,640	8,322	81
Other means	808,582	26,976	2,178	45
Worked at home	3,406,025	65,004	7,856	16

Source: Bureau of Census 1990.

Table E38. Means of Transportation to Work 2000

Means	United States	Georgia	Fulton	Hapeville
Total:	128,279,228	3,832,803	385,442	2,772
Car, truck, or van:	112,736,101	3,525,972	319,968	2,206
Drove alone	97,102,050	2,968,910	275,363	1,697
Carpooled	15,634,051	557,062	44,605	509
Public transportation:	6,067,703	90,030	35,939	356
Bus or trolley bus	3,206,682	59,355	25,432	242
Streetcar or trolley car	72,713	843	180	0
Subway or elevated	1,885,961	20,116	8,561	76
Railroad	658,097	1,762	541	0
Ferryboat	44,106	382	79	11
Taxicab	200,144	7,572	1,146	27
Motorcycle	142,424	3,055	244	0
Bicycle	488,497	5,588	569	0
Walked	3,758,982	65,776	8,628	114
Other means	901,298	33,396	3,297	59
Worked at home	4,184,223	108,986	16,797	37

Source: Bureau of Census 2000.

Table E39. Means of Transportation to Work 2000 (%)

Means	U.S.	Georgia	Fulton	Hapeville
Total:	128,279,228	3,832,803	385,442	2,772
Car, truck, or van:	87.9%	92.0%	83.0%	79.6%
Drove alone	75.7%	77.5%	71.4%	61.2%
Carpooled	12.2%	14.5%	11.6%	18.4%
Public transportation:	4.7%	2.3%	9.3%	12.8%
Bus or trolley bus	2.5%	1.5%	6.6%	8.7%
Streetcar or trolley car	0.1%	0.0%	0.0%	0.0%
Subway or elevated	1.5%	0.5%	2.2%	2.7%
Railroad	0.5%	0.0%	0.1%	0.0%
Ferryboat	0.0%	0.0%	0.0%	0.4%
Taxicab	0.2%	0.2%	0.3%	1.0%
Motorcycle	0.1%	0.1%	0.1%	0.0%
Bicycle	0.4%	0.1%	0.1%	0.0%
Walked	2.9%	1.7%	2.2%	4.1%
Other means	0.7%	0.9%	0.9%	2.1%
Worked at home	3.3%	2.8%	4.4%	1.3%

Source: Bureau of Census 2000.

Sec. 4.2.19 Hapeville Commuting Patterns

Commuting patterns are an indication of how many residents must travel beyond their own town and, perhaps, outside the county for employment. This data characterizes the "jobs housing balance" that regional planners seek, particularly given the Atlanta Region's traffic congestion and associated environmental, human and economic costs. Commuting pattern data also concerns the method or mode of travel. The various categories of travel to work are presented in Table E43. Each characteristic is described below:

Sec. 4.2.20 Travel Mode

Use of public transportation by Hapeville residents, at 12.8 percent, significantly exceeded usage rates of 9.3 percent by Fulton County residents. While it is not surprising that these rates exceeded those in Georgia, as only state residents of major urban centers would have convenient access to public transportation, many Fulton locations have access to MARTA rail. As Hapeville residents do not have such access, the four additional percentage points recorded for Hapeville indicate a greater dependency on public transportation. Car-pooling in Hapeville, at 18.4 percent, also significantly exceeded rates in Fulton County and Georgia, 11.6 percent and 14.5 percent, respectively. Importantly, twice as many Hapeville residents as Fulton and Georgia residents were able to walk to work.

This demonstrates that compact Hapeville evidently affords residents greater choice in commuting. Finally, fewer people in Hapeville, only 1.3 percent, worked at home than did Fulton, 4.4 percent, or Georgia residents, 2.8 percent.

Sec. 4.2.21 Commuter Destinations

Employment location relative to residence is discussed earlier in relation to the residence adjustment factor and impact on local economies. This employment indicator is described here in relation to the need for Hapeville residence to travel to employment destinations.

Of a total of 315,366 employees in the county in 1990, 90,740, some 28.7 percent commuted outside the county for employment. This figure increased at the 2000 Census, which reported 114,471 employees, 29.7 percent, leaving Fulton County for jobs elsewhere in the region. This represents only a marginal percentage increase in commuting population; however, as employment in the county grew, some 23,731 commuters accessing destinations outside the county alone were added to Atlanta's roadways.

Sec. 4.3.0 DEVELOPMENT RESOURCES

Sec. 4.3.1 Local Economic Development Resources

The Georgia Department of Community Affairs requires that local economic development resources be identified and assessed as to their effectiveness and adequacy. Such resources include economic development agencies such as chambers of commerce, economic development authorities, development arms of electrical utilities and small business assistance programs. Those impacting Hapeville are described below:

Sec. 4.3.2 Economic Development Agencies

Numerous economic development agencies are charged with promoting development in Hapeville, including the Hapeville Development Authority, Airport Area Chamber of Commerce, Fulton County Department of Environment and Community Development, Development Authority of Fulton County, South Fulton Chamber of Commerce, the Atlanta Chamber of Commerce and Georgia Power Company. The role of each is described below:

Sec. 4.3.3 Hapeville Development Authority

The Hapeville Development Authority was formed in 1982 and, together with the College Park Business and Indusial Development Authority, has the broadest redevelopment powers of any such entity in Georgia. The Authority is comprised of citizen volunteers whom conduct monthly meetings and support City of Hapeville economic development programs. Hapeville Development Authority may issue infrastructure bonds, condemn and acquire property, issue bonds to finance private market development, construct and lease buildings and promote development through marketing campaigns. HDA has been very aggressive in recent years; acquiring property for private market redevelopment and facilitating development proposals by offering bond financing, land assembly and infrastructure bonds.

The Authority has been instrumental in fostering development of Virginia Park most notably by acquiring Delta sites at below market rates not available to private investors. This property has been marketed in a manner consistent with goals and objectives of the Virginia Park LCI Study and has resulted in a residential building boom.

HDA also assists local businesses through a downtown façade grant program and a downtown business loan program. To date, the façade grants have leveraged compliance with local codes on 10 properties, and stimulated private reinvestment that may not have otherwise occurred. The loan program is based on Community Development Block Grant funding by Fulton County, which made supplemental funds available to innovative projects. The "revolving" loans are available for capital and leasehold improvements and are intended to stimulate revitalization of downtown Hapeville. Interest income on the portfolio and periodic cash injections from the City and the local bank administering the program are intended to build financial assets to support a long term funding pool. Downtown business owners have <u>not</u> utilized the loan program.

Sec. 4.3.5 Airport Area Chamber of Commerce

The Airport Area Chamber of Commerce boasts 236 members and is the principal business promotion agency serving Hapeville. The Chamber coordinates with the South Fulton Chamber and the Atlanta Chamber. The Airport Area Chamber is a conduit for information among local businesses and seeks new businesses through marketing campaigns.

Sec. 4.3.6 Fulton County Department of Environment and Community Development

The Department provides technical assistance as well as funding, primarily through the CDBG program, as the County and all cities in the county are entitlement jurisdictions, sharing in an annual allocation of federal funding based largely on population. Fulton County provided the initial funding for the downtown business loan program in the amount of $50,000. The Department also evaluates "Enterprise Zone" designations and reviews individual business applications. Enterprise zones are a powerful redevelopment tool as ad valorem taxes on property improvements and equipment can be eliminated for the first five years following new construction and reduced over the five years following the initial period. Industrial, commercial and housing enterprise zones are available to all jurisdictions in the county. Hapeville has not utilized the enterprise zone mechanism as a redevelopment tool.

Sec. 4.3.7 Development Authority of Fulton County

The Development Authority of Fulton County has the ability to issue tax exempt or taxable bonds to businesses wishing to relocate to or expand in Fulton County. The Authority also has the power to acquire and sell property and construct buildings for long term lease or sale.

Hapeville Development Authority can partner with Fulton to expand the bonding capacity of HAD as Fulton is touted as the most successful development authority in Georgia.

Sec. 4.3.8 South Fulton Chamber of Commerce

Many members of the Airport Area Chamber of Commerce are also members of the South Fulton Chamber. South Fulton hosts "developer day" events designed to promote investment in the Tri-cities and beyond. The Chamber focuses on redevelopment opportunities generated by an expanding Hartsfield.

Sec. 4.3.9 Atlanta Chamber of Commerce

The Atlanta Chamber serves as a regional umbrella agency, bringing the resources of numerous economic development agencies to bear on various development challenges. A prime example was the Urban Land Institute panel study conducted in 2000. The Atlanta Chamber coordinated the efforts of the South Fulton and Clayton Chambers; Fulton and Clayton, Hapeville, East Point and College Park development authorities; and the development arms of all local governments in Fulton and Clayton in the study. The study focused on transportation improvements designed to enhance redevelopment opportunities on land surrounding the airport.

Sec. 4.3.10 Georgia Power Company

Georgia Power is the electric utility serving the Hapeville community. This statewide provider operates an aggressive economic development arm making substantial resources available to client cities. One such resource is the Resource Center located in downtown Atlanta. This center provides a state-of-the-art media presentation facility to Hapeville for the purpose of attracting and retaining businesses. Promotional programs such as brochure funding and lighting improvements are available to new developments through Georgia Power Company.

Sec. 4.3.11 Georgia Department of Economic Development

As the State of Georgia's lead sales and marketing arm, GDEcD recruits businesses, trade partners and tourists to Georgia. The agency is led by a 20-member board of experienced business managers, including executives from corporations such as Southern Company, Mindspring and Synovus Financial. GDEcD is organized by Business Recruitment & Retention; Policy, Research, Entrepreneur & Small Business Development; Tourism; International Trade; Film, Video & Music Office; Information Technology and Administration, with offices and representation in major regions in Georgia and the world. GDEcD's continuing goal is to expand the prosperity of Georgia.

Sec. 4.3.12 Economic Development Programs

County, state and federal agencies operate a number of business assistance programs and job training and skill development programs. These are described below:

Sec. 4.3.13 GRASP

The Greater Atlanta Small Business Project is funded by Fulton County and City of Atlanta. The program has been operated since the 1980's, and provides assistance in establishing local business incubators, programs for local merchant associations and technical assistance to individual businesses. GRASP's mission statement describes the agency as one that gives a hand up to women in the city of Atlanta and Fulton County, about half of whom are African American. GRASP offers three program tracks, depending on the needs and preferences of each woman. "The New Horizon Track" is a hands-on, business-development program for women transitioning from welfare to work. "The Education/Training/Information Track" offers internet and other computer training and access, a small business resource center, access to training programs of numerous other small business service providers and twice-monthly workshops on topics of interest to women and not available from other local service providers. "The Advanced Business Performance Track" invests an intensive level of management and technical assistance in well-established, women-owned businesses selected for their overall growth potential, and also includes start-ups with unusually strong management capacity or market niche. An experienced, successful businessperson, an accountant and an attorney are assigned to each client. GRASP partners with TEKnowledge, Inc., a minority-owned technology firm that responds to user questions and problems regarding technology and other issues. In addition, GRASP oversees a cooperative that markets products and services of women-owned businesses to corporations, government procurement offices and targeted consumer markets.

Sec. 4.3.14 Georgia State University Small Business Development Center

A network of Small Business Development Centers is operated across Georgia, usually through a local university. Georgia State University operates such a program for the Atlanta region, bringing the resources of a graduate school of business to bear on local economic development challenges. The Georgia State University Small Business Development Center was established in 1979 to serve small businesses in the Atlanta area and is a member of the Georgia SBDC Network. Four full-time professional consultants with "real world" experience provide consulting assistance on a variety of subjects including business plans, marketing strategies, financial analysis, management structure, access to capital and much more.

The GSU SBDC presents a number of continuing education workshops and special programs, including professional development seminars for CPAs, and the nationally recognized "FastTrac" entrepreneur training programs.

Sec. 4.3.15 The SBDC In Georgia

The Georgia SBDC Network includes the State SBDC offices at the University of Georgia in Athens and 18 local service offices that provide business assistance and community economic development support to all counties in Georgia. The Georgia SBDC Network is a partnership program between the University of Georgia and the U.S. Small Business Administration. SBDC services include (1) Free, confidential consulting to small business owners or potential start-ups, (2) Training programs on a variety of small business issues, (3) Applied research for community based economic development and (4) Export assistance for small businesses seeking to sell products or services overseas

Sec. 4.3.16 U.S. Small Business Administration

The mission of the U.S. SBA is to maintain and strengthen the nation's economy by aiding, counseling, assisting and protecting the interests of small businesses and by helping families and businesses recover from national disasters.

Sec. 4.3.17 S.C.O.R.E

The SCORE Association (Service Corps of Retired Executives) is a resource partner of the SBA dedicated to entrepreneur education and the formation, growth and success of small businesses nationwide. Over 10,500 SCORE volunteers in 389 chapter locations assist small businesses with business counseling and training. SCORE also operates an active online counseling initiative.

Sec. 4.3.18 Education and Training Opportunities

A number of programs are available, primarily through Fulton County. These are described below:

Sec. 4.3.19 English as a Second Language

ESL for adults is offered at a variety of locations through day and evening classes. Instruction is designed for four levels of proficiency. Schedules are available upon request from the Georgia Department of Education.

Sec. 4.34.20 U.S. Department of Labor

The federal Department of Labor operates "work force" training programs that are available to such jurisdictions as Hapeville. Fulton County operated a "Jobs Training" Department until 1991 when the program was discontinued. The Department's workforce program is described below:

Sec. 4.3.21 Workforce Investment Act One-Stop Workforce System

The federal Workforce Investment Act was signed into law in August 1998, and went into effect in Georgia in July 2000. In Georgia, 20 local service delivery areas have been established. Each workforce service delivery area maintains a minimum of one comprehensive one-stop workforce center that provides job seekers and employers a wide range of workforce services. A wide range of services is available at no cost to individuals and employers at one-stop centers, with most centers offering a new customer orientation to their services. Typical services for job seekers include job search assistance and job matching; labor market information about "hot" jobs in demand and salary ranges, etc.; help in exploring training/education opportunities; and financial aid application assistance. Many of these basic services are available on a self-service basis via computer for customers who are interested in this approach. Career counselors are available for customers who want more intensive assistance.

Sec. 4.4.0 ECONOMIC DEVELOPMENT ASSESSMENT

Sec 4.4.1 Assessment

Employment in 2000 for males tends to be high in Transportation and warehousing, in Construction and in Retail trade relative to Fulton County. Male employment in Finance and insurance and in Professional, scientific, and technical services tended to be lower than the county. Employment by occupation for Hapeville females was more comparable to the county, with higher participation rates in Finance and insurance. Female workers were represented at higher rates in Manufacturing and Accommodation and food services and lower rates in Educational services and Professional, scientific, and technical services. These statistics support an emphasis on office development to provide nearby employment in Professional, scientific, and technical services

The top ranking in employment in Hapeville was effectively shared among three industries in 2000, Arts, entertainment, recreation, accommodation and food services with 12.8 percent; Construction with 12.6 percent; and Retail trade at 12.6 percent. In 1980, the number one industry for employment was Transportation, warehousing and utilities, comprising 19.9 percent of total employment and falling off to 9.2 percent by 2000. Retail trade and manufacturing employment filled the second and third slots for that decade.

Employment in Finance, Insurance, & Real Estate, Professional, scientific, management, administrative, and waste management services, and Educational, health and social services is projected to expand through 2025. Not necessarily all these position will be in Hapeville, many will not; however, future development of office is consistent with these occupations and compatible with residential development.

In terms of unemployment, rates in Fulton and Clayton tend to be higher than other counties in the region. Employment of Hapeville residents in Fulton is low; however, given the occupations of Hapeville residents and employers in Clayton, that County may employ a number of residents, heightening the importance of these higher unemployment figures.

A marginal disparity in personal income derived from self employment relative to Fulton County and Georgia may indicate that opportunities for self employment should be bolstered.

High rates of transit use in Hapeville also influence economic development goals and objectives. Presumably, better access to jobs will spell improvement in wages and employment options for residents.

Finally, given the size of the city and the dominance of residential land uses, the majority of jobs held by Hapeville residents will continue to be located outside Hapeville. As such, partnering with surrounding jurisdictions and economic development agencies in development promotion and job access and job readiness and training should be important objectives.

The Department of Community Affairs has established five economic development objectives. Application of these to the Hapeville context follows each objective and shapes Hapeville's economic development goals, objectives and strategies:

(1) 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.

Hapeville, College Park and East Point each share a common "airport" identity that carries over in to the economic development of these cities. Hapeville's Virginia Park in particular has long been shaped by the presence of the airport as seen in the many restaurants, hotels and Delta offices. Many, many residents of Hapeville have some employment link to Delta or the airport. A regional identity objective is to preserve the relationship to the airport by ensuring that service, hospitality and office uses continue to support air travel and shipping.

(2) 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.

Hapeville leaders recognized the need to restore the city's neighborhoods, commercial districts, public spaces and institutions some time ago. Leadership has been the strongest public response in furthering this preparedness objective. The City has led the way in packaging land for redevelopment by the private market. The City and its development authority must continue to facilitate development across <u>three contexts</u>. Market forces are now active in Hapeville, and development codes that accommodate development intensity across a broader geographic area as well as codes that ensure construction consistent with traditional patterns form this "growth preparedness." The objective is to continue to aggressively pursue development opportunities appropriate to the needs of the community.

(3) 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.

Hapeville's primary "industries" are the Ford Assembly Plant, Wachovia and Delta offices and area hotels. The hospitality businesses capitalize on proximity to the airport. Office establishments offer managerial and administrative positions that are atypical of the Southside. Ford offers high wage technical employment that characterized employment for many Hapeville residents.

Future employment growth is expected to be in the office and hospitality sectors appropriate to the location at the gateway to the airport and a regional capital in Atlanta. Office development is expected to support the projected expansion in passenger travel and airfreight bolstered by airport expansion under construction. Such employment is also expected to raise earnings opportunities for Hapeville residents.

The Hapeville economy is not well diversified and residents must travel to other jurisdictions to access many consumer services. As the neighborhoods revitalize and population, local market demand is expected to improve. "Appropriate" businesses are expected to include a grocery store, specialty shops and more restaurants to serve the resident and visitor population.

(4) 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.

The City should adopt a more aggressive posture at the high school and continuing educational levels to ensure productive employment options for jobs being created in Hapeville. Only 11.5 percent of residents actually work in Hapeville. Expansion of this ratio could further regional jobs-housing balance goals.

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

Many Hapeville businesses and Southside businesses tend to be blue-collar employers. Development being promoted by Hapeville leaders focuses on the office market, which will help diversify the local employment base. Construction of the proposed International Terminal, proposed Southern Crescent Transportation Services Center and continuing development of the Mountain View Industrial Park will generate demand for such uses. Vacant land in Hapeville is well situated to capitalize on growing demand for office, as these properties are isolated from Hapeville neighborhoods and easily accessible from I-75 and I-85. Importantly, the Hapeville Development Authority is a significant owner of properties in these locations.

Policy responses to these objectives form Hapeville's Economic Development Goals and Objectives. Achievement of these state objectives is likely based on a strengthening housing market and development activity expected to be generated by a growing Atlanta region and airport expansion. Hapeville's Economic Development Goals and Objectives are organized by State Economic Development Objectives.

Sec. 4.5.0 GOALS AND OBJECTIVES

Given these findings, the following goals, objectives and strategies are proposed:

Sec. 4.5.1 Regional Identity Objective

Goal I: Accommodate a level of development appropriate to the several contexts characterizing Hapeville, and signal this intent to the development community; position Hapeville to capitalize on economic development opportunities represented by proximity to Hartsfield, I-75, I-85 and downtown Atlanta.

Objective: Market Virginia Park and Old First Ward as new airport/urban activity centers with urban intensities.

Objective: Foster mixed use development with a broad range of consumer services in the downtown, along Dogwood Drive and on Sylvan Road/Springdale Road.

Objective: Promote renovation and infill construction in Hapeville's established neighborhoods at an appropriate scale and density.

Publish marketing materials containing detailed information about vacant properties to be widely distributed and available on the City's web site.

Strategy: Identify specific business types for targeted recruitment efforts, including developer incentives.

Sec. 4.5.2 Growth Preparedness Objective

Goal III: Enhance the quantity, range and quality of business services in Hapeville.

Objective: Maximize the development of vacant land, particularly land proximate to I-75 and I-85 interchanges.

Strategy: Establish a package of development incentives that will attract such desirable businesses as a grocery store in conjunction with such agencies as the Hapeville Development Authority, Airport Area Merchants Association and Georgia Power Company. Such incentives could include land assembly and long term lease, build to suit projects, enterprise zone designation, infrastructure improvements, reduced fees, expedited plan review and other development incentives to leverage location of key businesses.

Strategy: Publicize the innovative zoning mechanisms and the LCI recommendations aimed at notifying the development community that Hapeville is positioned to respond to evolving market opportunities.

Sec. 4.5.3 Appropriate Businesses Objective

DOWNTOWN DEVELOPMENT

Goal IV: Create an environment in Hapeville that promotes entrepreneurship.

Objective: Build the portfolio of the Downtown Business Loan Program by soliciting participation from a minimum of three small business ventures annually.

Strategy: Cooperate with the Hapeville Development Authority and Fulton County in convening forums with downtown merchants aimed at expanding the range of goods and services offered by downtown businesses.

Strategy: Promote use of the Downtown Business Loan Program and the Facade Grant Program through one-on-one marketing campaigns; finance a demonstration project on favorable terms.

Strategy: Promote small businesses in Hapeville by hosting public forums featuring guest speakers from such organizations as SCORE, G.R.A.S.P. and the Georgia State University Small Business Development Center.

Strategy: Conduct a seminar in conjunction with Hapeville Development Authority concerning Hapeville's downtown business loan program; require the bank administering this program to participate in such a seminar and contribute to the loan pool.

Sec. 4.5.4 Educational Opportunities Objective

Goal: Enhance career options for Hapeville students and residents by promoting education and training.

Objective: Improve the rates at which Hapeville residents graduate from high school, pursue post secondary education and earn graduate or other professional degrees.

Objective: Enhance employment options by seeking training for Hapeville employees.

Strategy: Cooperate with the Airport Area Chamber of Commerce in identifying adult training opportunities through local employers, educational institutions such as Clayton College and State University and public skills training agencies such as the U.S. Department of Labor.

Strategy: Advocate with the Fulton County School Board for programs that will enhance the attractiveness of Tri-Cities High School for Hapeville students and parents.

Strategy: Establish a stronger relationship with the Fulton County Board of Education for the purpose of positively impacting school programming; perhaps, creating a task force of parents through the Hapeville PTA or similar organizations.

Strategy: Investigate such programs as mentoring to improve high school graduation rates and achievement and work with Fulton County School Board officials to promote higher education for Hapeville residents.

Strategy: Continue support for the Hapeville Charter School as a means of broadening educational choices for residents.

Sec. 4.5.5 Employment Options Objective

Goal II: Improve the range of employment opportunities for Hapeville residents.

Objective: Promote development of office employment in and around Hapeville.

Objective: Recruit new businesses to Hapeville and assist Hapeville businesses with their expansion plans for the purpose of increasing consumer offerings and employment choice.

Objective: Promote access to employment destinations throughout the region.

Strategy: Cooperate with economic development agencies such as the Airport Area Chamber of Commerce, Georgia Power Company and Georgia Department of Economic Development in aggressively promoting locations in and around Hapeville; task City Staff with devising and implementing a cooperative marketing campaign.

Strategy: Advocate for enhanced commuting options by providing leadership in the Hartsfield Area Transportation Management Association for the purpose of fostering vanpooling, ride share and public transit travel options.

COMMUNITY FACILITIES AND SERVICES ELEMENT

Sec. 5.1.0 PRELIMINARIES

Sec. 5.1.1 Introduction
This Element contains information about the array of public services provided by the City of Hapeville or through agreements with other service providers. The range of providers serving Hapeville is described in the Intergovernmental Coordination Element; the facilities and services are described here. The facilities and services encompass water, sanitary sewer, police and fire protection, streets and highways, public transportation, education, library services, waste collection, parks and recreation.

Sec. 5.2.0 INVENTORY

Sec. 5.2.1 Transportation
Information about transportation services and infrastructure is presented in the Transportation Element.

Sec. 5.2.2 Water Supply and Treatment
The City of Hapeville supplies water to an estimated 2,100 residential and business customers. Hapeville's potable water is purchased from City of Atlanta through a long-term contract. Treated water is delivered from Atlanta to the City through five 6-inch water meters and is routed through a distribution system containing 24 miles of supply lines. The lines range in size from four inches to 16 inches.

Hapeville's allocation under the contract is 2 million gallons per day. The City daily usage is 1.3 million gallons. The contract establishes a billing rate of $1.67 per 100 cubic feet (or $2.19 per 1,000 gallons) of water and requires that Atlanta provide the City of Hapeville with a minimum of 60 days notice prior to any rate hike. The City of East Point is also a water provider and a metered connection has been made at the Willingham Drive bridge across I-85. This connection is for emergency use only, and does not constitute a daily capacity supplement to Hapeville.

The Hapeville Department of Community Services is responsible for maintaining all water supply lines and installing new lines and service connections or water taps. Department staff control distribution within the Hapeville system and perform water quality testing.

Assessment
Allocation of raw water supply to Atlanta is somewhat complicated, and this supply to Atlanta can impact its many, municipal customers. Hapeville officials believe their allocation of 2 million gallons per day is sufficient to meet anticipated increases in demand by the commercial sector; however, there is cause for concern. This concern is not only with future costs associated with Atlanta water, but also availability.

Hapeville's distribution system provides fairly uniform flow and pressure across the city. This system will require repair and replacement as lines continue to age. Limited service upgrades will be required in residential areas, for example, replacement of outdated 2-inch lines with larger lines. However, most upgrade installations will be associated with commercial growth on the south side of town. Commercial redevelopment along Virginia Avenue and in College Square could require such service upgrades. Capital costs of infrastructure upgrades incurred will be shared by the City and commercial developers.

Sec. 5.2.3 Sewerage System and Wastewater Treatment

The City of Hapeville operates the wastewater collection system within Hapeville's service area. This system consists of over 22 miles of gravity flow sanitary sewer mains that collect and transport wastewater from all areas of Hapeville to the facilities of the Metropolitan Sewer System.

The City participates with Atlanta and Fulton County in the "Three Rivers Water Quality Management Program." The Three Rivers Program is an ongoing project to construct improvements and expansions to the Metropolitan Sewer System, that is, the system of sewers, wastewater pumping stations and water pollution control plants throughout metropolitan Atlanta. This system has been developed for the joint use of several government entities, including Hapeville and Atlanta.

Hapeville depends on the following portions of the Metropolitan Sewer System: (a) the Flint River Water Pollution Control Plant, located near the intersection of Clark Howell Highway and I-285; (b) the Hapeville Outfall; consisting of 15-inch, 18-inch, 21-inch and 24-inch sanitary sewers extending from the northern boundary of the Atlanta Airport property and through the Atlanta Airport property to the Flint River Plant; (c) an unnamed outfall consisting of an 8-inch sanitary sewer main extending from the Atlanta Airport property near Outer Loop Road to the Hapeville Outfall; (d) the South River Water Pollution Control Plant, located at 2640 Jonesboro Road; (e) the Jonesboro Road Pumping Station, located at 2640 Jonesboro Road; and (f) the Hammond Park Outfall, consisting of a 10-inch sanitary sewer main extending from the Hapeville city limits near Mt. Zion Road to the Hapeville Outfall.

Pursuant to a sewer contract with City of Atlanta, Hapeville is permitted to discharge a maximum, average daily flow of 1.2 million gallons to the Flint River Plant and 0.80 million gallons per day to the South River Plant. The contract provides that the City of Hapeville reimburse Atlanta on a monthly basis for the City's proportionate share of operating costs of the Metropolitan Sewer System.

Assessment

The Hapeville wastewater collection system was recently rehabilitated through infrastructure bonds. A bond was issued in 1994 in the amount of $6,215,000 and a second bond was refinanced in 1996 in the amount of $6,590,000. This program was designed to replace failing lines throughout the system, which were deteriorated due to age. No system expansions or additional capacity purchased are planned, although intense redevelopment such as that proposed for College Square may require system upgrades. The City will continue the rehabilitation program on a more limited basis to ensure that all elements of the wastewater collection system are functioning properly and addressing the demands of the community.

Sec. 5.2.4 Solid Waste Management

The Department of Community Services has prepared an update to the Solid Waste Management Plan. This Plan characterizes the waste stream and describes the collection and disposal arrangements. Important aspects of the Plan are the "Full Cost Reporting" that informs the public of all costs associated with municipal waste handling and provisions for long term landfilling of Hapeville's solid waste.

The Hapeville Community Services Department is responsible for residential collection and hauling of solid waste. The solid waste is hauled to a BFI owned transfer station in East Point. The majority of commercial wastes are collected by BFI and hauled to Richland Creek Road Sanitary Landfill in Buford, Georgia; the rest of the commercial waste is picked up by the city and taken to the East Point Transfer Station.

The city crews are responsible for collection and hauling of yard trimmings to an inert landfill in South Fulton County. The City of Hapeville has three recycling centers. The largest recycling center is located on Meadow Road. This drop off center takes cardboard, glass, newspaper, plastic, oil and aluminum cans. The Community Services Department also has a metal recycling box on Perkins Street.

Sec. 5.2.5 General Government

Most administrative functions of Hapeville city government are centered in City Hall at 3468 North Fulton Avenue. This historic structure houses the Mayor's Office, Council Chambers, City Administrator's Office, Hapeville Development Authority, Property Tax Office, Finance and Accounting, Data Processing, Water Customer Service Office and the City Attorney's Office. Fire Station #1 is also housed at City Hall and fire station #2 is housed at 870 South Central Avenue. Mayor and Council meetings, public hearings, Planning Commission meetings, Board of Zoning Appeals hearings and Hapeville Development Authority meetings are held at City Hall.

Assessment

Following the purchase of a 13,000-square foot building on Doug Davis Drive from the U.S. Immigration and Naturalization Service, Police Headquarters and Municipal Court have been relocated from City Hall. Fire Station #1 remains at City Hall; however, office remains at a premium with former Council workshop space occupied as office space. Establishment of a new municipal complex in the downtown is being considered.

Sec. 5.2.6 Public Safety

Hapeville Public Safety services encompass Fire, Police and Communications services and facilities. Each area is discussed below:

Fire Department

The Hapeville Fire Department has established a 10-year Master Plan to ensure an adequate level of fire protection. Adequacy is addressed not only in day-to-day needs, but also in major contingencies that can be anticipated. Comprehensive planning must include contingencies drawn from an analysis of community hazards. The process of hazard identification and analysis is crucial to Fire Department planning.

The City of Hapeville maintains a very impressive ISO rating of 4. The City of Hapeville has also installed an early warning Weather Alert System. This system enables the communications center to notify the public through a series of audible blasts in the event of severe weather approaching Hapeville. The system also gives the City the capacity to play a recorded message with advice on approaching weather systems.

The Hapeville Fire Department is part of the Atlanta-Fulton County Emergency Management Operations Plan, which falls under GEMA and FEMA. As the local first responder, the Department operates under the National Incident Management System.

The Hapeville Fire Department maintains a staff of 33 Firefighters, EMT's, and Paramedics on shift rotation of 24/48 hours, and four administrative personnel. The Department provides first aid, resuscitation, cardiac evaluation with EKG and transport. The Department also offers training to the residential and corporate community including the surrounding community departments and the Hartsfield Jackson Atlanta International Airport.

The Department operates two fire engines, one aerial ladder truck, one ALS ambulance and one tactical rescue truck. An additional ambulance is held in reserve. The Department's call volume is between 125 and 150 calls monthly, with an average response time of less than four minutes from two stations. Station 1 is located at 3468 North Fulton Avenue; Station 2 is located at 870 South Central Avenue. The lack of a convenient grade separated crossing of the rail line necessitates the two stations.

Assessment

Provision of up-to-date vehicles and equipment is essential to protection of the public and firefighters. The Fire Department vehicle fleet must be maintained and renewed and the 10-year Master Plan establishes appropriate schedules. Fire engines should also be updated with computer technology to enable personnel to access fire plans of buildings, contents, and number of occupants, etc. en route to incidents.

As Hapeville experiences redevelopment, increased residential density in particular can impact life safety. New construction types, the type of building materials, and the lack of mandatory built-in fire protection, that is, sprinklers cause concern. Built-in fire protection should be accomplished through city ordinances regarding sprinklers in commercial and residential properties, especially in multifamily and mixed use occupancies. In addition, a need exists for increased water supply in certain areas of the city, particularly on Elm and Chestnut Streets in the Old First Ward.

Sec. 5.2.7 Police Department

Facilities

The Hapeville Police Department is located at 700 Doug Davis Drive, and occupies the complex with Municipal Court. The Department moved from 3468 North Fulton Avenue to the Doug Davis location in May 2000.

Personnel

The Police Department is comprised of the Chief of Police; Assistant Chief of Police; two Captains; five Lieutenants; six Sergeants; four Agents, one assigned to the Drug Enforcement Agency (DEA) Airport and two assigned to Tri-Cities Narcotics Squad, and one at U.S. Customs; four investigators; 23 police officers; three Bicycle-Patrol Officers; and ten dispatchers who are supervised by one Terminal Agency Coordinator. Hapeville employs a total of 45 sworn law enforcement officers; eleven Dispatchers; two court services personnel; one executive Secretary; and one receptionist. Bringing the total number of individuals employed by the Hapeville Police Department to 60. The only part-time employees are those serving as school crossing guards. The national average ratio of officers per resident is one officer per 600 residents. The City of Hapeville maintains a force of one officer per 143 residents.

Equipment

The Department’s automotive equipment consists of the Chief of Police vehicle, Assistant Chief of Police vehicle, eight marked uniform patrol cars, five detectives’ cars, one undercover van and one pickup truck used for maintenance. The Department utilizes a computer system for all police operations.

Assessment

The Hapeville Police Department is well staffed and equipped. The City of Hapeville Police Department employs 60 individuals; 45 are sworn Officers, and 15 are communications officers and civilian employees. This number of Officers provides an excellent ratio, exceeding six Officers per 1,000 residents. The International Association of Chiefs of Police has established a standard of 1.6 officers per 1,000 population.

However, the daytime population of airport and Hapeville employees and visitors, including area hotel guests, is believed to reduce this ratio to one Officer per 1,000 persons. An increase of approximately six uniformed patrol officers, plus one additional Lieutenant and one Sergeant is projected for the planning period. Three additional marked vehicles, fully equipped with communications and safety equipment, will also be needed.

Sec. 5.2.8 Communications Department

All Public Safety Communications are handled by the Hapeville Police Departments "911 Center." This Department receives and transmits all radio traffic, including fire/rescue calls, receives emergency 911 calls and relays to patrolling officers via radio and records all radio traffic and telephone calls 24 hours a day. Recently, the City of Hapeville was awarded a Homeland Security grant in the amount of $676,000 to build a "State-of-the-Art" 911 Center, complete with radios and a console center, for both the Police and Fire Departments.

Inventory

The City of Hapeville Communications Center is located in the Police Station at 700 Doug Davis Drive. The Communications Center staffs 13 dispatchers, one TAC officer, and one receptionist. The Center contains two consoles, which are staffed at all times.

The Department maintains the records of all Police, Fire and EMS dispatches and all computer entries for "stolen" and "wanted" records. Statistical records are maintained for both the Police and Fire Departments. The Department monitors burglar and fire alarm systems of the business community for a nominal fee. The crime rate and the crime index rates for the City of Hapeville are provided in Table CF5.

Table CF5. Crimes in Hapeville, 2003 - 2004

Crime	2003	2003	2004	2004
Homicide	1	0.15%	0	0.00%
Aggravated Assault	42	6.40%	41	6.72%
Burglary	104	15.85%	62	10.16%
Auto Theft	114	17.38%	112	18.36%
Larceny	362	55.18%	356	58.36%
Arson	2	0.30%	2	0.33%
Robbery	28	4.27%	31	5.08%
Rape	3	0.46%	6	0.98%
Crime Index	100.9		93.8	
Crime Index 1994	175.35			
TOTAL	656	100.00%	610	100.00%

Source: City of Hapeville Crime Statistics, 2005.

Table CF5 indicates incidence of major reported crimes for Hapeville in 2003 and 2004. The categories include homicides, aggravated assaults, burglary, auto theft, larceny, arson, robbery and rape. The most significant trend is the marked decrease in burglaries, dropping more than 40 percent from 2003 to 2004. Though a small portion of total reported crimes, rapes doubled during this period.

Hapeville's crime index has declined since 1994when the incidence was 175.35 per 1,000 population. This compares favorably to a crime index for 2003 of 100.9 and an index of 93.8 for 2004. This index does not compare well to Fulton, which registered levels in the 80 range for Georgia which was in the 40's. However, Hapeville is more urban than the state and many locations in Fulton County, and is also impacted by air travel and the hospitality and support industries.

Table CF6. Index of Crimes for Georgia, 2000 - 2003

Year	Total	Rate Per 1,000 Persons
2000	331,265	40.47
2001	365,776	44.62
2002	356,771	42.81
2003	380,333	44.90

Source: Georgia Bureau of Investigation, 2005.

Table CF6 indicates Georgia's crime rate from per 1,000 residents for 2000 through 2003. The rate fluctuated between the four-year period from 40.47 per 1,000 in 2000, increasing to 44.62 in 2001 and then falling slightly to 42.81 in 2002. In 2003, the incidence of crime increased to 44.90, the highest recorded rate for the four-year period. Compared to the city, the Index of crime for 2003 was less than that of the city of Hapeville. The city's index of crime was 100.9.

Table CF7. Index of Crimes Fulton County, 2000 - 2003

Year	Total	Rate Per 1,000 Persons
2000	66,764	81.82
2001	74,789	90.40
2002	68,825	82.07
2003	70,601	83.07

Source: Georgia Bureau of Investigation, 2005.

Table CF7 shows the crime rate per 1,000 for Fulton County. From the period 2000 to 2003 the crime rate per 1,000 peaked in 2001 to 90.40. In 2003, the rate was 83.07. Comparisons of Hapeville, Georgia and Fulton show that the City had the highest crime rate per 1,000 population, being generally the most urbanized jurisdiction. For the 4-year period, the crime index per 1,000 was over 117.53 in Hapeville compared to 40.47 in Georgia and 81.82 in Fulton. Hapeville's crime index is, on average, three times greater state crime rates and one and one-half times the rate of the county. Compared to the city, the Index of crime for 2003 was less than that of the city of Hapeville, as the county reported 83.07 per 1,00 persons and the city reported 100.9.

Sec. 5.2.9 Municipal Court

Municipal Court chambers are located in Criminal Justice Center. The Clerk of Court handles every violation. Municipal Court administers minor violations and major offenses, such as felonies and "bind overs," are sent to Fulton County Grand Jury or State Court. The Clerk of Court position is within the Administration Department housed in the Municipal Court.

Sec. 5.2.10 Parks and Recreation

Inventory

Hapeville has a rich tradition of active recreational programs, once hosting the National Baseball Championships, and recently the annual Georgia Recreation and Parks Association State and District Championships in Basketball, Football and Baseball. The Hapeville Recreation, Parks, Buildings and Grounds Department, located at 3444 North Fulton Avenue, offers a variety of recreational facilities and programs. The Department is funded through the City's general fund and activity fees. The Recreation Department's mission is "To provide quality and wholesome, recreation facilities and programs in a safe and positive environment for the people of Hapeville." The Department maintains 29 acres of park areas, 25.5 acres of City grounds and 27,373 square feet of municipal buildings.

Personnel

The Department of Recreation, Parks, Buildings and Grounds is administered by the Department Director. Staff consists of a Program Coordinator, Athletic Coordinator, Administrative Assistant, Recreation Supervisor, Recreation Leader, Senior Custodian, two Custodians and three annual part-time Recreation Aides and eight seasonal Recreation Aides. The Program Coordinator organizes and conducts the senior citizens programs and travel, day camps, dance, ballet, jazz, exercise, karate, ceramics and arts and crafts. The Athletic Coordinator organizes and supervises youth basketball and football programs, youth baseball, adult softball, volleyball, flag football, girl's softball, weight room and athletic tournaments and events.

The Administrative Assistant manages the Departmental office, which includes personnel records, money deposits and building rental reservations.

The Recreation Supervisor and Leader assist the Athletic Coordinator and Program Coordinator in organizing and supervising activities. The annual Part-time Recreation Aides monitor activities and assist full time staff. The seasonal Part-time Recreation Aides supervise children in the After Care and Summer Camp programs.

Parks, Buildings and Grounds staff maintains the recreation facilities and parks. The Superintendent of Parks, Buildings and Grounds reports to the Director of Recreation, Parks, Buildings and Grounds. Operation of parks, grounds and buildings is key to the delivery of services and providing quality facilities. Parks, Buildings and Grounds personnel consists of the Superintendent, Parks, Buildings and Grounds Supervisor, Grounds Foreman, Buildings Operator, Equipment Operator, three Full-time Laborers, three annual part-time laborers and three seasonal Part-time laborer positions.

Facilities

W. Hoyt Smith Recreation Center. The 17,800-square foot Center was built in 1949 and remodeled in 1997, which added 1,914 square feet. W. Hoyt Center is centrally located on two acres of land and features a gymnasium, stage, weight room, teen/game room, dining room, full service kitchen, 150 capacity dining room, audio/visual center and two sets of restrooms. The Center also houses the Director's Office, Administration and Program Staff Offices and Coaches room.

Cofield Park. This six-acre park is located in northwest of Hapeville, serving the Happy Homes Neighborhood. The Park contains a community picnic area, a playground, and the Neighborhood Scout Hut/Community Center.

Lake Drive Park. Lake Drive Park is a neighborhood park, serving the Forest Hill Neighborhood. A playground is provided.

Master Park. Master Park was established through the work of the WPA on land purchased in 1935, making it a historic resource. Four picnic areas with one covered shelter, a nature trail and soccer field. This facility borders residential areas, both single and multifamily; commercial districts; municipal buildings and the W. Hoyt Recreation Center as well as ball fields and tennis courts. Master Park is Hapeville's nature park with three picnic shelters, open picnic and playground areas. The park has grills at each picnic shelter, several around the park and a clean environment.

Moreland Way Park. This two-acre park is located in the Moreland Park Neighborhood in northeast Hapeville. The park provides a picnic shelter, playground and T-Ball/whiffle ball field.

Tom E. Morris Sports Complex. The complex contains three lighted ball fields, one of which is a 112-119 foot field; a second is 180-200 foot and the third, 300 foot. The ball fields are complemented by a concession stand and restrooms; two tennis courts are also maintained at the Morris Sports Complex.

Jess Lucas Y-Teen Park. Y-Teen Park is considered Hapeville's "downtown park." The Park is located across South Central Street from the historic depot and Hapeville United Methodist Church, and is frequented by office workers from nearby Delta and Wachovia Operations Center. Open space on those sites enhances the considerable impact of the park. Picnic areas, tables, benches, a bandstand, walking trails and playground facilities serve visitors. This park hosts the annual Music and Market festivals and numerous summer concerts.

Programs

- The Department offers a variety of recreational and leisure activities for all groups including, seniors, adults, teens and children. New programs are continually offered and efforts to improve existing programs are a priority.

After School Care Program

This is a supervised after school program for pre-kindergarten through fifth grade children. Planned daily activities are provided for children in group situations. Computers are available to those children wanting to play computer games or learn basic computer skills. A media center and a reading area along with many arts, crafts and sports are also available. Physical self-awareness classes and a sign language classes are offered to youth.

Camp Summerville

Held during the summer months, Camp Summerville is filled with a variety of supervised activities such as puppet shows from local artists, arts, crafts and entertainment, along with weekly field trips.

Senior Citizens Activities

The Hapeville Recreation Department hosts numerous senior citizen activities providing a meeting ground for senior citizens to socialize, exercise, recreate and obtain community event information. The Department also offers several senior activities, trips and a walking club.

The Pleasant Hours Club holds a monthly meeting followed by a luncheon, games and activities. Although this club is not sponsored by the city, the Program Coordinator supports the group by arranging for guest speakers and entertainment. The City has sponsored local trips including such destinations as Buckner's, Blue Willow Inn, Cyclorama and the Atlanta Botanical Garden. Out of town trips are also offered ranging from one to five days, and have included Braves Spring Training in Orlando; Myrtle Beach; Biltmore House; Branson, Missouri; Galt House in Louisville, Kentucky and Biloxi, Mississippi.

The most physically active of the groups is the Hapeville Senior Walking Group. The group meets three times a week at the Recreation Center and are shuttled to South Lake Mall to join other seniors for laps around the mall.

Equipment

The Recreation Department maintains the following vehicles: 2002 Ford Explorer Sport, 1986 Ford F350 (dump truck), 1990 Ford F250 (pickup truck), 1994 Ford F150 (pickup truck), 1984 Ford Ranger pickup, 1989 Ford van, 1995 Ford Club Van, and 2000 F-150 (CNG) (pickup truck). A Ford tractor, model 2110 with bush hog and aerator and a 1969 Ford tractor model 2000 with bush hog and other attachments are also part of the Department equipment fleet. Two trailers, a 16-foot tandem and an eight-foot mower trailer are used to transport these tractors. The Department also utilizes a range of equipment items, including a 2,400-watt generator; air compressor; John Deer utility vehicle; lawn mowers; chain saws and miscellaneous hand tools.

Assessment

Hapeville's Recreation Department is one of the oldest in Georgia. Most of the facilities and parks were built between 1949 and 1952, making them over 50 years old. Many of the parks are constantly being improved and renovated.

W. Hoyt Smith Recreation Center now has central air in the upstairs offices, restrooms, lobby, weight room and gymnasium. The service counter has been relocated to better welcome visitors to the Center. Restrooms were renovated to comply with the Americans with Disabilities Act. Other improvements include renovation of the stage floor; repainting of the teen center, gymnasium, lobby and downstairs restrooms; and replacement of exterior doors and some floor coverings. An additional 1,914 square feet has been completed to include a new, larger weight room; restrooms and concession stand to serve the football field/stadium. These improvements have brought the Center up to an appropriate standard of 19,714 square feet.

The three ball fields at Tom E. Morris Sports Complex have been renovated, including grassing of the outfields, installation of irrigation systems and new press boxes. A playground for small children has also been installed.

Master Park restrooms have been removed and a new facility is planned. A new picnic shelter has been added and several more are planned. The park drive should be reconstructed and repaved. A new walking trail should be included in this renovation work.

Cofield Park's Scout Hut must be renovated to host community meetings, reunions, gatherings and celebrations. A nature trail with fitness apparatus should be installed. New playground equipment has been added and a swing set is planned.

New playground equipment has also been added to Lake Drive Park and Moreland Way Park.

The City of Hapeville owns and maintains 29 acres of parkland, some of which are characterized as Parks, Recreation and Conservation land uses. Application of the National Standard of 6-10 acres per 1,000 residents indicates that approximately <u>8</u> acres of additional parkland is needed. A portion may be located in the Old Second Ward (the Virginia Park neighborhood) where the Hapeville Development Authority has acquired floodplain areas as greenspace. A neighborhood passive park could easily be developed on this land.

Sec. 5.2.11 Hospitals and Other Public Health Facilities

Located within the corporate limits of Hapeville is the Hapeville Health Center operated by the Fulton County Health Department at 3444 Clair Drive. The Center provides such medical services as blood pressure checks, a dental clinic (ages 3-18), health check examinations (infants), immunizations, school certificates (ear, eye & teeth), tuberculosis test, WIC vouchers and nutritional programs. A team of seven health specialists staffs the facility.

South Fulton Medical Center at 1170 Cleveland Avenue is located in nearby East Point and serves the residents of Hapeville. Four private medical facilities are also located in Hapeville: Emory-Signa Clinic, Industrial Clinic, Anwan Wellness Center and First Choice.

Aging Population

According to national and local surveys, the long-term goal of most elderly residents is to remain in the family home, to age "in place," with access to assistance as needed. Variables affecting the ability of the elderly to fulfill this goal include income, health and long term care, housing conditions and access to services. Planning a program of services for the elderly depends on an appreciation of the range of services and level of intervention appropriate to the population profile.

In 2000, Hapeville's population over age 65 totaled 666 individuals, or 8 percent of the total. By 2010, that ration may drop to 7 percent or 689 individuals. The Department of Community Affairs projects a decline in the number of elderly by 2025 to 6 percent or 679 individuals.

The Atlanta Regional Commission's Area Agency on Aging coordinates delivery of comprehensive services to senior citizens, through a network of service providers at the county level. Hapeville seniors may be served by the Fulton County Division of Aging Services, which recently established the Bowden Multipurpose Senior Center at 2585 Church Street in East Point. Bowden Center is available to anyone 55 years old and older, regardless of residence. The Center includes a pool and fitness center and offers aquarobics, a full schedule of health and fitness classes, arts and crafts, music lessons and self-defense. Informal classroom space is available for an enrichment program as is a dining room where meals may be purchased. The Center also hosts a Travel Club. Seniors are treated to special events, such as holiday parties and health fairs. A health clinic is also located in Bowden Center and provides access to medical staff through the W.T. Brooks Health Clinic, a Fulton County facility also located in East Point.

Assessment
A Hapeville Senior Center has been built by Fulton County and is located in Master Park. This facility is adequate to serve the long term needs of the community.

The City will continue to coordinate with Fulton County's Division of Aging Services to facilitate the flow of information concerning programs available in East Point and nearby facilities. Hapeville officials will also consider supporting efforts to provide services to the elderly within the South Fulton Medical Center.

Sec. 5.2.12 Educational Facilities

Educational Excellence
The City of Hapeville "Hapeville Middle School" won the 2004 Award for Educational Excellence. Upon experiencing a resurgence of new residents in the city documented by the 2000 Census, residents and city officials immediately recognized the need for quality education as an integral piece of re-establishing a sense of community. So began the three-year collaborative effort with the City, citizens, civic organizations and local businesses to establish a charter school in Hapeville. With donated land, a federal implementation grant and in-kind and monetary donations from dozens of community members, Hapeville Middle School opened in August 2004.

Inventory
Hapeville Elementary School serves Hapeville students and includes pre-kindergarten programs.

Hapeville Middle School
As of Fall 2004, the Hapeville Middle School was opened. The School received its charted acceptance February 2004. The school's mission is to prepare each student academically for a rigorous college preparatory high school curriculum, with special emphasis placed in the areas of Mathematics, Science and Spanish. The Charter school offers five unique offerings, including are:

1. Enrollment of each sixth grade student into first year "Spanish as a Second Language" or Spanish Language Arts, if Spanish is the first language.
2. Enrollment of students into exploratory courses with dual language approach (Spanish/English) in Art, Art History, General Music, Computer Literacy, Geography, History and Social Studies. Each student is enrolled in Spanish 140 minutes each day.
3. Extended weekday classes in Fundamental Reading and/or Fundamental Mathematics for the student whose fifth grade CRCT reading score is 1. Instructional models use an accelerated approach to focus on improving fundamental basics.
4. Saturday Extension Classes available for each student; attendance is optional.
5. Implementation of the CMP Math and FAST Science curriculum currently used at the Fulton Science Academy in Alpharetta.

These five unique offerings, in combination with proven and successful models for the teaching of mathematics, science and Spanish courses, will provide middle school students with an enhanced educational option for increasing achievement.

Hapeville Middle School will serve students eligible for the sixth through eighth grade levels. The planned rollout of the grade levels is as follows:

Table CF8. Hapeville Middle School Grade and Student Enrollment

School Year	Grade Level Offered	Target Age	Projected Enrollment
2004 – 2005	6^{th}	12 years	180
2005 – 2006	6^{th}, 7^{th}	12 and 13 years	340
2006 – 2007	6^{th}, 7^{th}, 8^{th}	12 and 13 and 14 years	480
After 2006 – 2007	6^{th}, 7^{th}, 8^{th}	12 and 13 and 14 years	480

Source: Hapeville Middle School, 2005.

Many Hapeville residents believe that closure of Hapeville High School contributed to the community's decline that began with regional transportation improvements. Communities are built around their schools and this sentiment is not unfounded. As seen in the Population Element, the Hapeville community is one of growing families and household size. Hapeville Elementary School has an average annual population of 750-800 students. Most of the students attending Hapeville Elementary live within 1.5 miles of the school and are able to walk to school, which truly makes this a community school. The current school building was built in 1940 for the 350 students of Hapeville High School. That school was closed in 1988, and renovated and reopened in August 1991 as Hapeville Elementary.

Tri-Cities High School serves Hapeville as well as East Point and College Park and is located at 2575 Harris Street in East Point. Tri-Cities High offers the following vocational or career technology programs:

- Business/Cooperative business education
- Cooperative Internship
- Apprenticeship
- Cosmetology
- Culinary Arts
- Diversified Technology
- Electronic Media Production
- Family Resource Management
- Graphic Communications
- Marketing

St. John The Evangelist School is a private school established on January 15, 1954 and located in Hapeville at 230 Arnold Street. The School has an enrollment of 283 students in Pre-K through 8^{th} Grade. Establishment of a high school curriculum remains a long-term goal.

Adult education classes are offered at Tri-Cities School in the evenings. Classes include 150 subjects and are four to six weeks in duration. Subjects are rotated throughout the Fulton County School system and range from foreign language to ballroom dancing to computer technology.

According to respective School officials, 478 Hapeville students are enrolled in Hapeville Elementary School, 6 are enrolled at Hapeville Middle School, 11 at St. John's Catholic School, 2 students at Landmark Christian and 1 student enrolled at Woodward Academy in the 2005 school year.

Assessment

The City of Hapeville has three schools, the Hapeville Elementary School, Hapeville Middle School and St. John The Evangelist School. The Hapeville Middle School is a charter school that garnered the support of the City of Hapeville and a substantial segment of the Hapeville community. This community-building asset will enable Hapeville to better accommodate projected growth in school-aged children. Hapeville Elementary and St. John The Evangelist School fulfill an important community role and are expected to continue to meet the needs of Hapeville residents. Nearby Woodward Academy is not a significant factor in the education of Hapeville students, nor is Landmark Christian Academy, although these facilities offer educational options in the future.

Sec. 5.2.13 Libraries and Other Cultural Facilities

The Hapeville Women's Club organized Hapeville's first public library around 1925. The Club later accessed materials from the Carnegie Library of Atlanta, which were distributed along with those that the Club purchased, from the old Scout Hut. Library staff, services and materials were provided through a contract with the City of Atlanta and the Hapeville Library remained a branch of the Atlanta Public Library System until 1983 jurisdiction of public libraries was transferred to Fulton County. A Hapeville library sponsored by the Women's Club and the City of Hapeville was established in 1949 while Perry Hudson served as Mayor. Located in the Hapeville Recreation Building, the Hapeville Library became a deposit station of the Atlanta Public Library System in 1951.

Through the efforts of Mayor Hudson, and a building committee, the City of Hapeville built a library building that opened on July 28, 1974. This 5,000-square foot building was designed by Stevens and Wilkinson Architects and won an architectural award from the American Institute of Architects. The building is constructed of western red cedar and houses a reading room which seats 62 people, and includes a separate section for children, a small courtyard leading from the children's area, and a meeting room, which accommodates 50 people. The Hapeville Library is now a branch of the Atlanta-Fulton Public Library System and is located at 525 King Arnold Street.

As of April 2005, the Hapeville Library contained 33,054 volumes. According to the Demographic Profile of the Library Service areas prepared for the Atlanta-Fulton Public Library System in 2002, the service area of the Hapeville library exceeds the city limits and serves 9,458 residents. The National Librarian's Union indicates a standard of 2,000 volumes per 1,000 population, or two volumes per capita. This standard is fully met even using larger population of the service area.

Depot Museum on South Central Avenue at Atlanta Avenue is home to many artifacts of local history, including aviation and railroad history. The Museum is staffed by members of the Historical Society and serves as a "welcome center."

The North Avenue Teaching Museum located at North Avenue is a public educational facility that hosts a variety of programs for the community. The facility is also available for community meetings and features arts and local history exhibits and environmental education displays.

Assessment

Numerous cultural resources are available to residents of Hapeville. The several facilities located at Master Park, the Teaching Museum and Depot Museum provide ample opportunities for cultural programs and activities hosted by the City of Hapeville or Fulton County.

Sec. 5.2.14 Tree City USA Award

The City of Hapeville received the Growth Award for being re-certified in 2003 as a Tree City USA. In addition, this award was presented to the City for continuing to maintain a quality urban and community forestry program. Tree City USA is a community improvement project sponsored by the National Arbor Day Foundation in cooperation with the National Association of State Foresters, which recognizes towns and cities across America that meet the standards of the Tree City USA program. The City of Hapeville shares this prestigious recognition with only 98 other cities in Georgia. The City adopted a Tree Preservation Ordinance and hosts an annual Arbor Day.

Sec. 5.2.5 Creative Community Award

The Create Community Award was presented to Hapeville on November 10, 2004 for Excellence in Education. The City was one of five cities throughout the Atlanta region to receive an award. The City collaborated in a three-year effort with citizens, civic organizations, local businesses, and individuals interested in the community and in education, to establish a community middle school in 2004. Hapeville Middle School opened its doors on August 2004.

Sec. 5.3.0 GOALS, OBJECTIVES AND STRATEGIES

This section, like the 1997 Comprehensive Plan, is organized around the major public infrastructure and services.

Goal: Endeavor to distinguish Hapeville as a community well served by an appropriate level of public facilities and services.

Sec. 5.3.1 Water Supply

Objective: Ensure that potable water is available at adequate volumes and reasonable cost.

Strategy: Commit the necessary funding and manpower resources to maintaining the City's water supply system; rank capital projects associated with water supply.

Sec. 5.3.2 Sanitary Sewer

Objective: Minimize groundwater contamination caused by defective collection mains and reduce infiltration of groundwater into the municipal sewer system.

Strategy: Implement a routine camera inspection of trunk mains to identify repair needs and establish a capital improvement schedule.

Strategy: Establish a rigorous inspections process for acceptance of developer funded sanitary sewer mains.

Sec. 5.3.3 Storm Sewer

Objective: Minimize localized flooding.

Strategy: Enforce the "Stream Buffer" and "Flood Protection" Ordinances during plan review and monitor future compliance.

Strategy: Identify flooding prone areas and establish a priority list of capital improvements to be funded by development and the general fund.

Sec. 5.3.4 Solid Waste

Objective: Reduce Hapeville's solid waste stream and associated public costs.

Strategy: Promote solid waste reduction through environmentally responsive packaging, reuse and recycling.

Strategy: Assess progress in achieving the waste reduction goals of the 2005 Solid Waste Management Plan; explore new methods of solid waste handling designed to reduce costs and landfill disposal volumes.

Strategy: Periodically publish the findings of the "Full Cost Accounting Report" as a means of informing Hapeville residents of the true cost of solid waste management.

Sec. 5.3.5 General Government

Objective: Ensure that Hapeville Departments deliver public services and maintain public facilities in the most efficient and economical manner possible.

Strategy: Research staff training and education programs available through the respective professional associations and implement a professional standards program that links training and education to promotions.

Strategy: Establish a strict maintenance schedule and follow manufacturers recommendations in equipment maintenance; closely evaluate the economics of equipment refurbishment when the end of equipment life cycles is reached.

Strategy: Consider all options such as equipment leasing, contract services in services delivery and adjustments to service delivery contracts, including consolidation of services with other local providers.

Objective: Consolidate Hapeville government offices in manner similar to consolidation of services in the new Police Headquarters and Municipal Court on Doug Davis Drive to enhance efficiency and public access.

Strategy: Fund the acquisition of land in the downtown for a City Hall complex and establish a means for financing this public improvement.

Objective: Maximize the responsiveness of outside agencies in facility and services provision to the Hapeville community.

Strategy: Contact the service providers listed in this element, among others, and identify Hapeville residents served by those programs; assign a City Staff member, perhaps from Hapeville Recreation, Parks, Buildings and Grounds Department to coordinate with these individuals on a quarterly basis to monitor service provision.

Sec. 5.3.6 Education

Objective: Promote local educational programs to serve the growing number of Hapeville families with children.

Strategy: Cooperate with the Fulton County Board of Education and Hapeville parent's and teacher groups in advancing the success of the new Charter School and Fulton County Schools programming for Hapeville students.

Sec. 5.3.7 Parks and Recreation

Objective: Ensure that parkland and recreation facilities fully conform to national standards.

Strategy: Fund parks, community festivals and recreation programming tailored to the preferences of Hapeville's diverse community using a combination of grants, private contributions and the general fund.

Sec. 5.3.8 Libraries and Cultural Programs

Objective: Maximize the exposure of the Hapeville community to the broadest range of cultural programs.

Strategy: Cooperate with the arts and cultural community through such avenues as the Fulton County Arts Council to expand cultural programs in Hapeville.

Strategy: Identify programming preferences through user group surveys distributed at cultural events and via other means such as the City's web site.

NATURAL AND CULTURAL RESOURCES

Sec. 6.1.0 INTRODUCTION

The Natural and Cultural Resources Element is an inventory and assessment of Hapeville's natural, historic and environmentally sensitive resources. Information about the city's public water supply sources; water supply watersheds; groundwater recharge areas; wetlands; protected mountains; protected rivers; coastal resources; flood plains; soil types; steep slopes; prime agricultural and forest land; plant and animal habitats; major park, recreation and conservation areas; scenic views and sites; cultural resources; residential resources; commercial resources; industrial resources; institutional resources; transportation resources; rural resources; and historic, archeological and cultural sites is presented; issues of significant concern related to these resources are also identified. This information is presented graphically, where appropriate.

Goals, objectives and strategies for protecting the city's natural and cultural resources are presented at the end of this Element. Hapeville's natural resources form the land base for all land use and development activities. Such activities can severely damage the natural environment, including water and air quality as well as animal habitats, historic, cultural and archeological resources and other factors impacting quality of life. An assessment of current development controls and the necessity of future controls designed to protect and preserve Hapeville's natural and cultural resources are a central focus of this Element.

Sec. 6.2.0 INVENTORY

Sec. 6.2.1 Floodplains

Hapeville is a developed urban area with limited natural areas. Flooding is a problem in certain areas. The City adopted the State's model "Floodplain Management" and "Stream Buffer Protection" Ordinances in August 2004. Enforcement of these ordinances will reduce flooding, as redevelopment of properties will trigger compliance with the "natural pre-development condition" in hydrology and detention calculations. Encroachment into state waters buffers will be controlled as the new standard features a 25-foot undisturbed buffer beginning at the top of the creek or stream bank and an additional 50-foot non-impervious buffer.

Hapeville has made great strides in minimizing flooding, soil erosion and sedimentation by repairing portions of the stormwater sewer system. This work is address in more detail in the Community Facilities and Service Element. Much of the stormwater runoff in Hapeville travels through underground piping. Tributaries of the Flint River begin in Hapeville and are piped under property along International Boulevard and Hartsfield Jackson Atlanta International Airport.

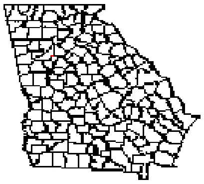
The zoning ordinance is one means of minimizing flood potential as certain districts enforce minimum open space standards. Maximum lot coverage standards are also enforced, although these pertain to structure only and do not regulate impervious surfaces. The City has also minimized flood potential by purchase of greenspace through the Governor's Greenspace Program, and plans further acquisitions as funding permits.

Hapeville is served by a number of local parks and its neighborhoods are set in an attractive tree canopy. However, commercial areas are less so and controls on future development must be strengthened. This is particularly true as, even though noise impacted, residential areas have been converted to commercial use and sound insulation programs made available to residents, noise remains a problem. This is exacerbated by the presence of the railroad and interstates 75 and 85. Protection of the tree canopy as a noise attenuation feature is more important than many residents realize.

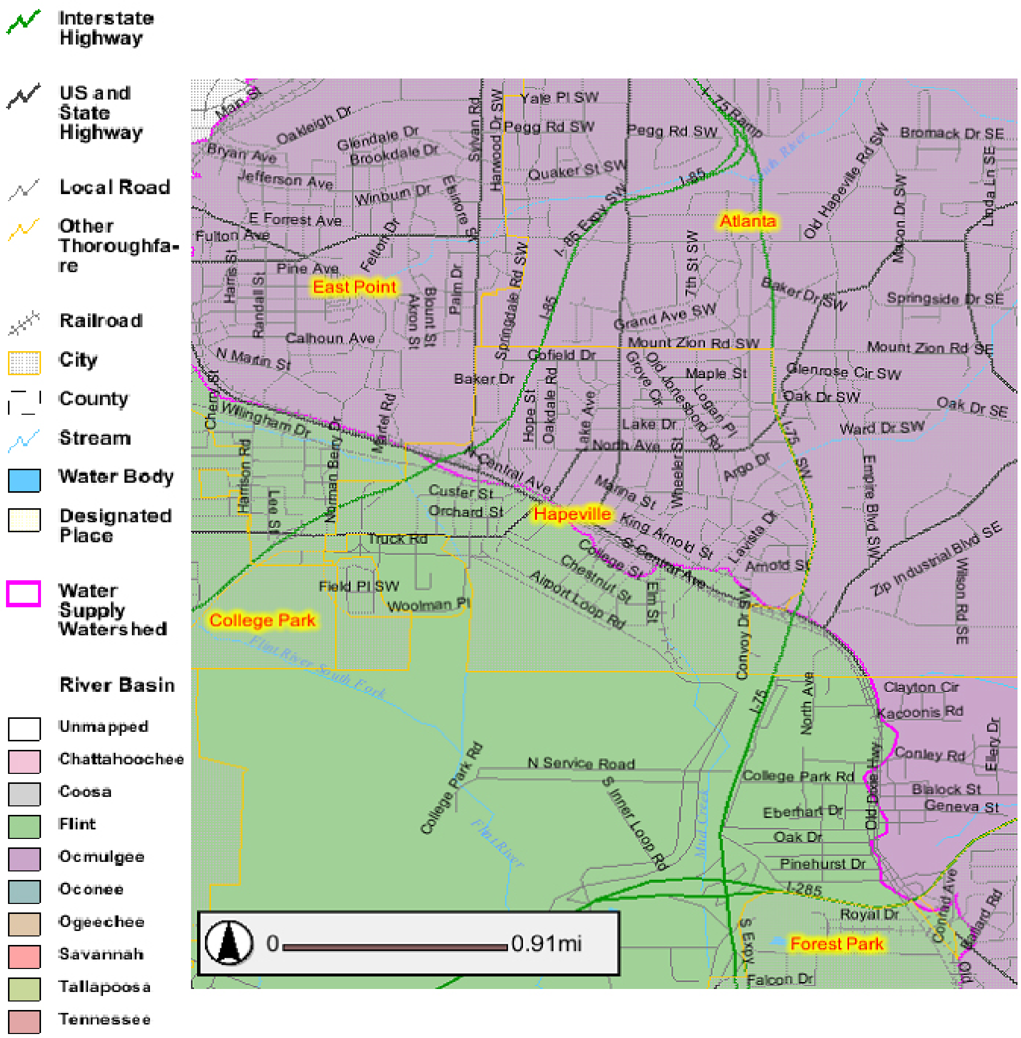
Sec. 6.2.2 Public Water Supply Sources

Hapeville is a developed urban area with limited natural areas. The headwaters of the Flint River are piped under a small portion of the city and Hartsfield Airport; however, occasional flooding still occurs. The city is completely sewered and served by water mains. These systems have been repaired and replaced through a substantial bond issue. This work addressed ground water contamination problems that may have existed. The threat of contamination caused by surface runoff is being addressed through work on a "Storm Water Regulation" Ordinance that will respond to Georgia Department of Natural Resources guidelines.

As stated, the Flint River begins just south of Hapeville, and is a water supply source for Clayton County. No open sections of the River are found, though tributary creeks and streams are present. The Water Supply Watersheds map does not identify any water bodies in Hapeville other than the South River.



City of Hapeville Watershed Map



Sec. 6.2.3 Water Supply Watersheds

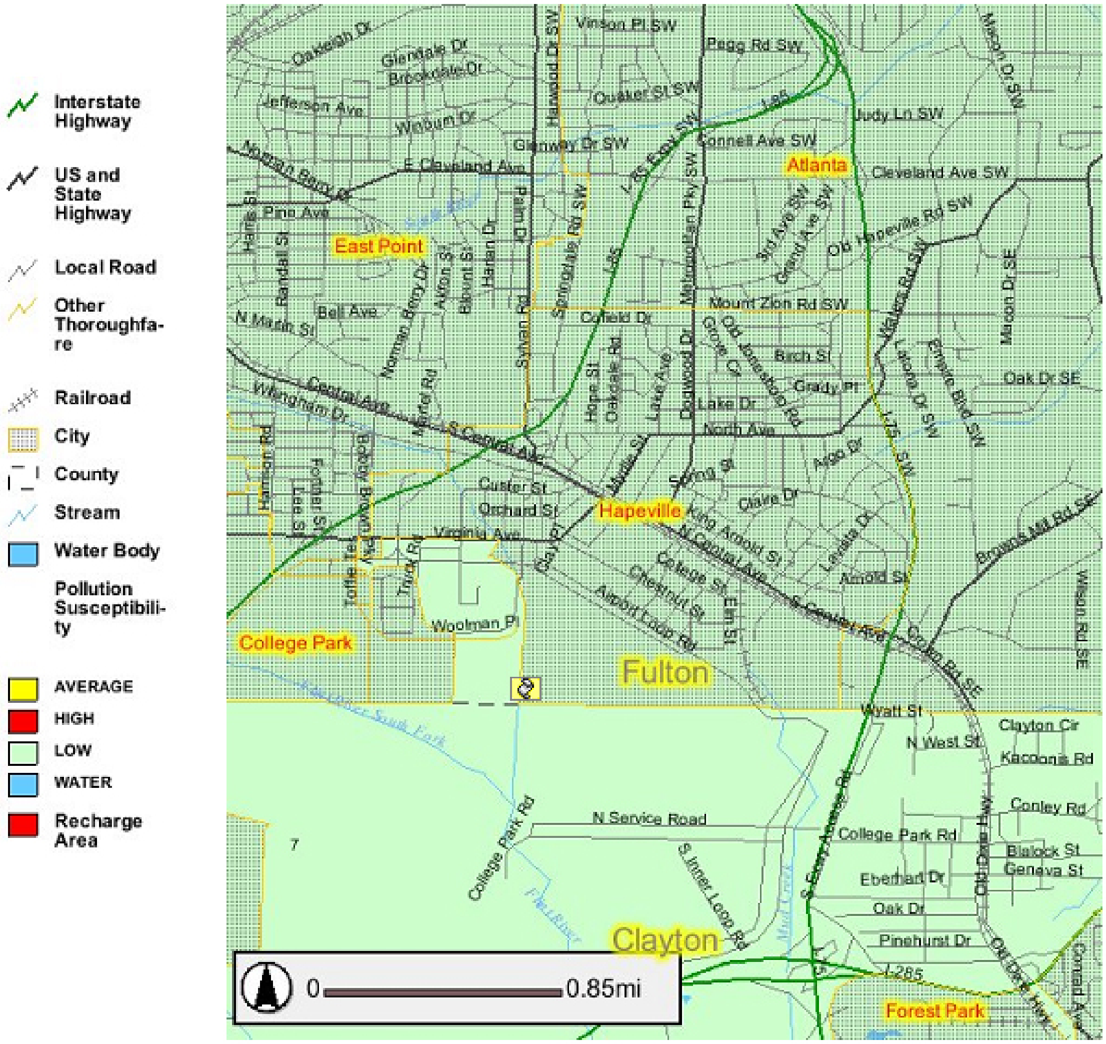
Watersheds are land areas over which surface water flows to eventually reach water supply basins. Basins are divided by topography and ridgelines that determine the extent of individual basins. Water supply basins provide sources of public drinking water. Important characteristics of these land areas are the amount of impervious surface, including paving and buildings; vegetation; soil type; topography, duration and intensity of rainfall; and presence of reservoirs such as retention ponds or lakes. Such characteristics determine water quality and volume received at the supply basins. Changes in these characteristics ultimately affect water supply and water quality.

A ridgeline runs northwest to southeast through Hapeville, dividing the area into the South River and Flint River basins. No major streams occur in the city, and surface water drains to the southwest into headwaters of the Flint River, just beyond the city limits. Two minor streams are found in the northern part of Hapeville that feed into the South River basin. All other water flowing through the city is surface water feeding these basins.

Assessment

The City of Hapeville has adopted a Stormwater Management Ordinance consistent with Georgia Department of Natural Resources protection standards. The City adopted the States' model "Storm Water Runoff" Ordinance and the Department of Community Services enforces the Ordinance aggressively through their site plan review process prior to issuance of land disturbance, if appropriate, or building permits. Site development is also subject to Department of Natural Resources regulations. This set of development standards will ensure compliance and maximum protection of the water supply comprising the Flint River and South River basins.

City of Hapeville Groundwater and Pollution Susceptibility Map



Sec. 6.2.4 Groundwater Recharge Areas

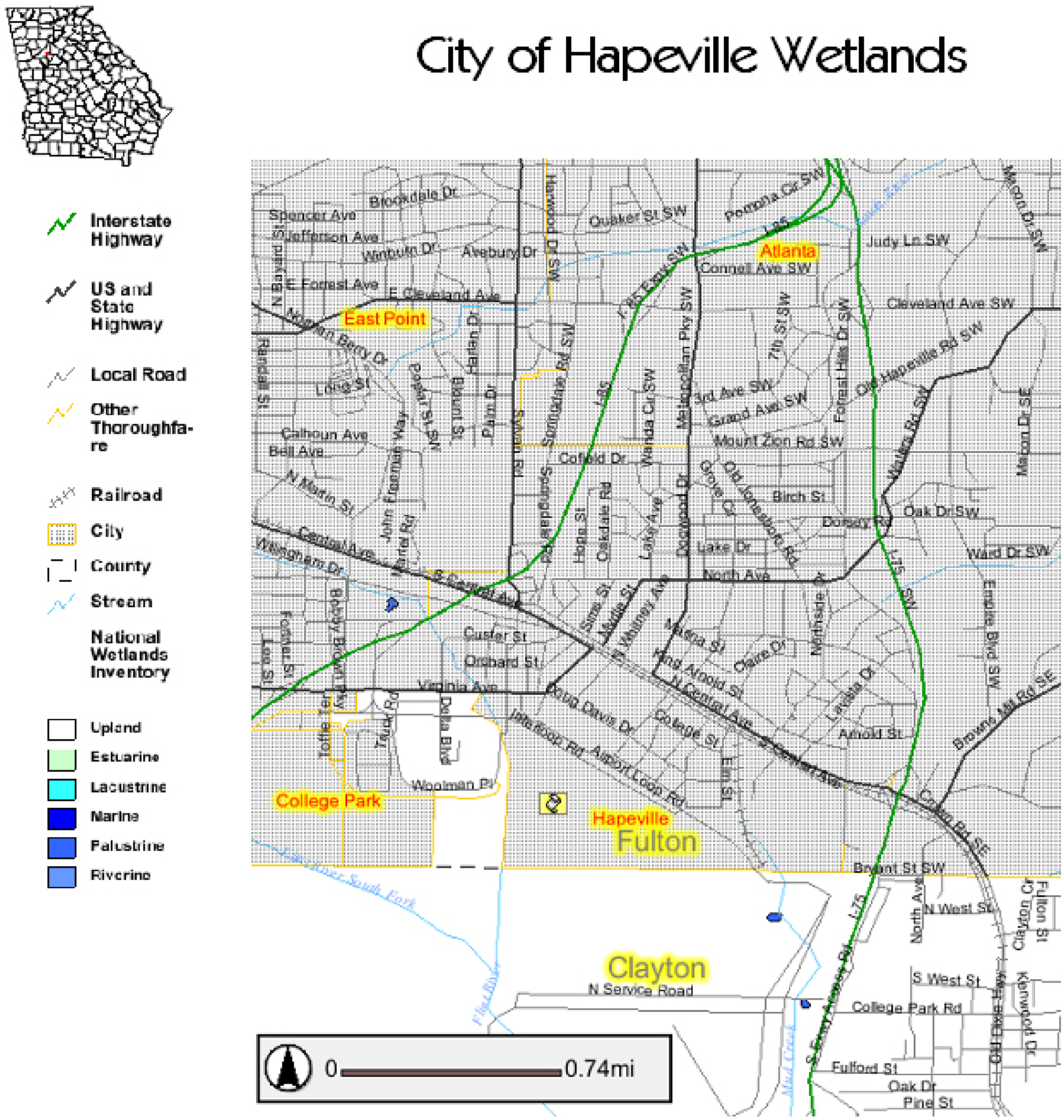
"Recharge" is the natural process of storing water generated by precipitation in the pores and crevices of soil and rock. Wells provide water that is yielded from soil and rock formations known as "aquifers." Varying geologic conditions influence the type of aquifer that occurs in different regions of the state. Georgia provides a good example of several aquifer types occurring within a single state. The aquifers of South Georgia differ markedly from those of North Georgia.

Most areas of north Georgia are underlain by crystalline rock with little or no porosity. Even so, these rock masses contain joints and fractures through which water travels and is stored. Above the crystalline rock, a porous, weathered zone of saprolite through which precipitation infiltrates to reach the rock below is usually found. Well water may be obtained from either the saprolite or from the fractured rock layer below. The significant recharge areas of northern Georgia generally have flat slopes, typically less than eight percent, and thick soil or saprolite coverings over crystalline rock.

The Georgia Department of Natural Resources maintains maps indicating those areas known, or believed, to be the more significant ground-water recharge areas throughout Georgia. The information provided concerns various geologic areas and locations, and the resulting types of aquifers present in Georgia. Areas of thick soils and flat terrain favorable to groundwater recharge also provide ideal conditions for commercial and industrial development. These same conditions are also favorable for landfill sites. As a result of these circumstances, such developments tend to produce the most likely sites for present and future sources of pollution.

Assessment

The City of Hapeville Groundwater and Pollution Susceptibility Map indicates that no areas within the boundaries of Hapeville are believed to be a significant recharge area. As a result, land in Hapeville does not present site conditions, as relates to groundwater recharge, such that development would jeopardize the region's ground water supply. Accordingly, the threat to underground aquifers is diminished.



Sec. 6.2.5 Wetlands

Wetlands are generally described as swamps, marshes and bogs and by similar terms. Federal laws usually define wetlands in terms of freshwater which floods an area for major periods of time sufficient to sustain various types of plant life adapted to such conditions. In some cases, wetland areas are able to sustain fish and other wildlife. In addition, wetlands can act as both a "filter" to hold sediment and pollutants and as a "holding pond" during periods of intense rain. The holding function can reduce environmental damage posed by storm water runoff.

The current National Wetlands Inventory map indicates only a single wetlands area within Hapeville. An unnamed stream crosses the eastern boundary of the city and is classified as "*Palustrine.*" In addition, a pocket of land identified as "*Marine*" wetlands is indicated south of Willingham Drive, near Delta offices.

Assessment

New development or redevelopment in the eastern portion of Hapeville should be closely monitored to ensure that any significant changes comply with current federal, state, and municipal regulations governing such work. The City's development review process should evaluate so that wetland areas are addressed by ordinance. Hapeville officials should also continue to consult with the Georgia Department of Natural Resources to stay informed of new and proposed legislation protecting wetland areas.

Sec. 6.2.6 Protected Mountains

The topography of this area does not include terrain that could be considered mountainous. Therefore, this natural resource is not present in Hapeville.

Sec. 6.2.7 Protected River Corridors

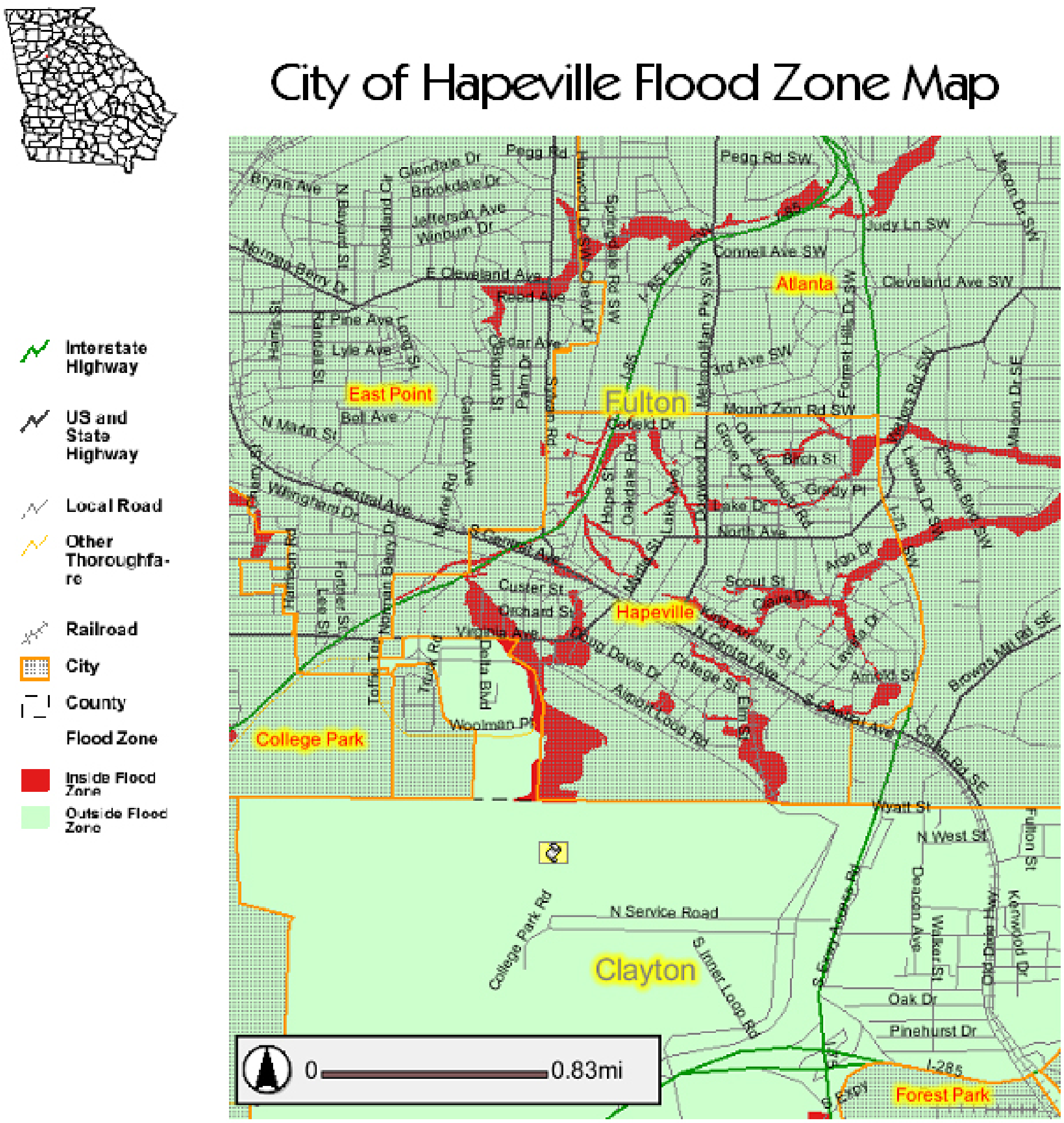
The Chattahoochee River corridor is located approximately 12 miles northwest of Hapeville. The headwaters of the Flint River run beneath Hartsfield Airport, just south of the city limits, and the South River runs along I-85, approximately one mile north of Hapeville. Tributary streams feed the South River; however the River corridor is not located within the city limits.

Assessment

No major river basins or any of the Protected River Corridors occur within the boundaries of Hapeville, therefore, this natural resource category is not impacted.

Sec. 6.2.8 Coastal Resources

Hapeville's geographic location is well inland of any coastal area; therefore, this natural resource category is not applicable to this inventory.



Sec. 6.2.9 Flood Plains

The Federal Emergency Management Agency (FEMA) issued a preliminary report titled Flood Insurance Study (Volume 1 of 3) on September 30, 1994. This report encompassing "Fulton County, Georgia and Incorporated Areas," states "each community within Fulton County has a previously printed FIS report, except the City of Hapeville."

Under the National Flood Insurance Program, FEMA has issued a Flood Insurance Rate Map for Hapeville. Potential areas of flooding are distributed throughout the city. All such areas are indicated as "Zone A" areas. These areas are classified as "Special Flood Hazard Areas Inundated by 100-Year Flood." Zone "A" classifications further state that no base flood elevations have been determined.

In addition, the above "City of Hapeville Flood Zone Map" designates broad areas of the city as "inside flood zone." The base flood elevation must be determined on individual properties. This surveying work is performed during project design and enables the Department of Community Services to ensure that no construction occurs in the flood prone area, or that compensation or elevation of structures ensures no net rise in upstream flood stage elevations. Flooding in Hapeville is not considered a major problem as the number and size of streams is limited.

Assessment

Flooding is always possible during extreme weather conditions; however, flooding is not a normal occurrence in Hapeville. As indicated, recent studies conclude that the threat of major flooding in the city is minimal, except under extremely unusual circumstances.

Sec. 6.2.10 Soil Types

Hapeville lies entirely within the Atlanta Plateau, principally an area of rolling to hilly terrain, and broad, smooth uplands, with some level floodplains along the Chattahoochee River and its tributaries. Hapeville is located in the lower southeastern portion of Fulton County, and abuts the northern boundary of Clayton County to the south.

Soils found in the city include Seneca fine sandy loam, Molena loamy sand, Cecil sand loam, Lloyd clay loam and other unclassified urban soils types. These soils types are more specifically described below:

Seneca fine sandy loam:
- Sa -- level phase
- Sb -- undulating phase

Molena loamy sand:
- My -- somewhat poorly drained

Lloyd clay loam:
- Le -- eroded steep phase
- Lh -- hilly phase
- Lk -- eroded hilly phase

Cecil sandy loam:
- Cb -- severely eroded phase
- Ce -- eroded undulating phase
- Cf -- rolling phase
- Cg -- eroded rolling phase
- Ck -- eroded hilly phase

Each of these soil types is classified as generally suitable for use as pasture, cultivation or forestland. These soils would provide favorable land for agricultural use, as evidenced by Hapeville's early history of fruit tree farms. As the community has developed, farming is no longer a consideration since land is primarily used for commercial, industrial and residential development. The prevalent soil types indicated above impose no limitations on present or anticipated future, land uses.

Assessment

The above information was taken from a soil survey report issued December 1958. Although the information is dated, it remains valid for purposes of soil classification and land use. Soil types found in Hapeville are suitable for any anticipated development without major limitation. The dominant land use is commercial and residential development. Accordingly, factors related to soil erosion are a minor problem in the city. Continuing development within the city has modified any characteristics of the original natural terrain, even those of 47 years in the past.

Improved earth moving methods have been utilized to meet current land use requirements. This has modified the land in ways that continue to assist in the control of surface water runoff and in prevention of soil erosion, eliminating potential problems associated with past site development practices.

Sec. 6.2.12 Steep Slopes

Hapeville is located within the Atlanta Plateau, part of the Piedmont Province. This area has a rolling surface characterized by moderate slopes having no significant topographic relief. Local elevations are between 880 and 1,000 feet above sea level. The topography is characterized by rolling, moderately well drained, terrain with coarse loamy surface soils and clayey to friable sandy loam subsoils. The underlying geology consists of igneous rock, which is prevalent throughout the Atlanta Plateau of the Appalachian Mountains.

Assessment

Steep slopes are defined as slopes with a 15 percent or greater vertical grade. Few areas of Hapeville exhibit slopes of this magnitude. These areas are found primarily in the north section of the city, and much of these are encompassed in Cofield Park. Site design and development considerations in such areas have, by necessity, included adequate provision for soil stabilization. Accordingly, special management practices are no longer considered necessary for control of steep slope conditions in Hapeville.

Sec. 6.2.13 Prime Agricultural and Forest Land

Statistical data concerning agriculture and forestry is compiled on a county basis in Georgia. Fulton County is primarily a center of retail, commercial and industrial use, and limited farm or forested land remains, particularly in the urban core. Land that could be considered "prime farmland" has given way to urban development, or is being held in reserve for such development.

Assessment

Farming and forestry operations are not significant in Fulton County, particularly urban locations such as Hapeville. Such operations are not found in Hapeville, and no indication that farming and forestry uses will play a role in the local economy over the planning period is present.

Sec. 6.2.14 Plant and Animal Habitats

In 1973, the U.S. Congress passed the Endangered Species Act, which provided for the conservation of endangered and threatened species of wildlife and plants. The State of Georgia enacted legislation that same year which grants further protection to threatened species of plants and wildlife in the state. The state statutes are enforced by the Georgia Department of Natural Resources. This agency periodically issues a list of protected plants and animals. DNR maintains the following federally listed "endangered" (E), and "threatened" (T), species as "potentially" occurring in Fulton County, Georgia:

Animals:

Indiana Bat (E)	(*Myotis sodalis*)
Peregrine Falcon[1]	(*Falco peregrinus*)
Bald Eagle (E)	(*Haliaeetus leucocephalus*)
Red-cockaded Woodpecker (E)	(*Picoides borealis*)

[1] The Georgia Department of Natural Resources maintains a hack site for Peregrine Falcons in Fulton County.

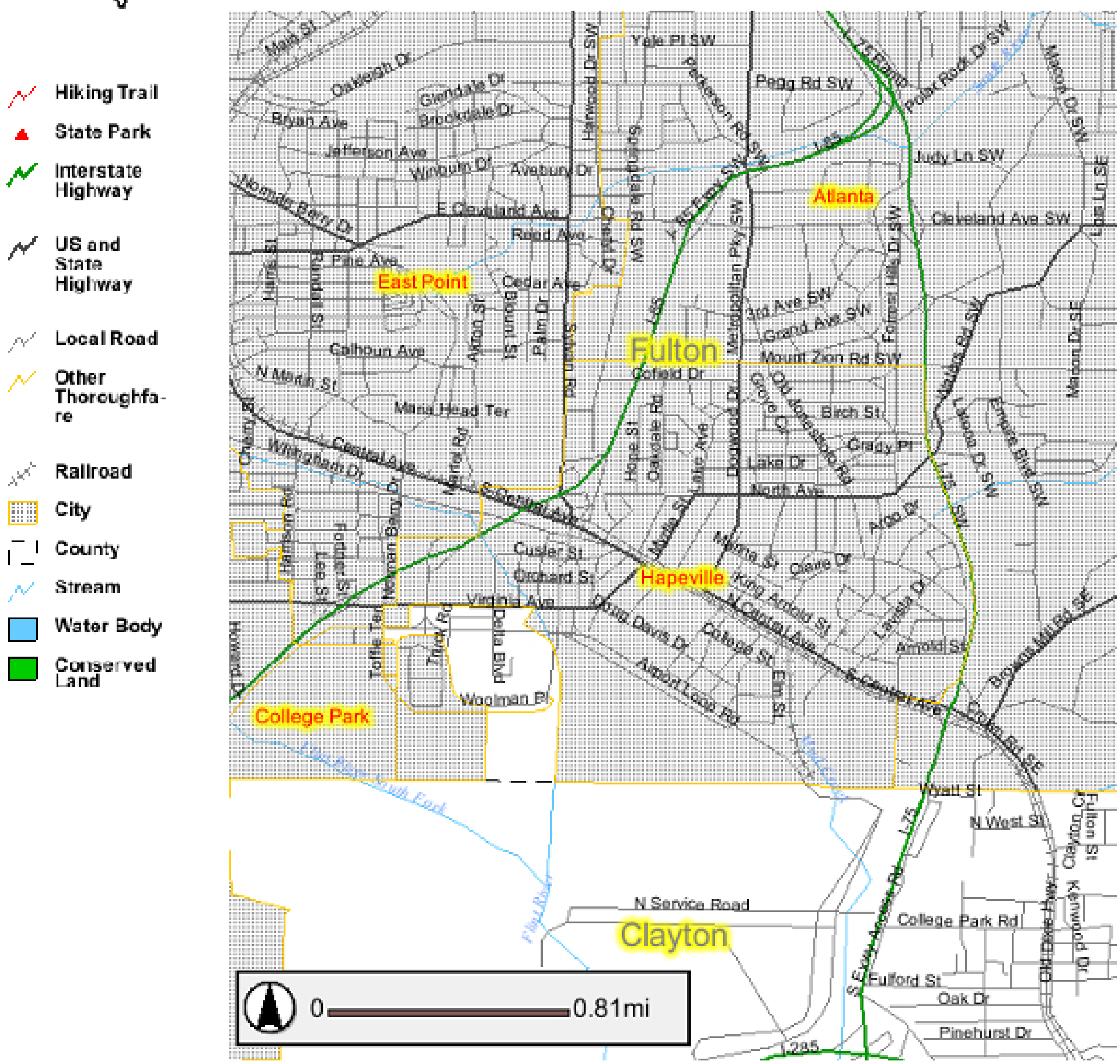
Plants:

Bay Star-vine (T) (*Schisandra glabra*)
Piedmont Barren Strawberry (*Waldsteinia lobata*)

The following animal species are under review for possible addition to the federal list of protected species under the Endangered Species Act. DNR encourages evaluation of these species during the planning of any development project to avoid population impacts and potential economic loss in the event the species is listed in the future.

Bachman's Sparrow (*Aimophila aestivalis*)
Appalachian Bewick's Wren (*Thyromanes bewickii altus*)
Bluestripe Shiner (*Cyprinella callitaenia*)

City of Hapeville Parks and Recreation



Sec. 6.2.15 Major Parks, Recreation and Conservation Areas

Development of major parks and recreational facilities in Hapeville began in 1937 with the Works Progress Administration clearing a tract of land for a baseball field. A couple of years later, the City Council appointed athletic commissioners to supervise recreation programs in City Park. This 18-acre tract remains a vital part of the Hapeville's recreational facilities. The City's other major parks and recreational facilities are described below:

W. Hoyt Smith Recreation Center. The 19,714-square foot center is centrally located on two acres of public land. The building features a gymnasium, stage, weight room, teen/game room, dining room, kitchen and four restrooms. Hoyt Smith Recreation Center also houses the Department of Parks, Recreation and Grounds Director's Office, Administration and Program Staff Offices and the Coaches rooms.

Cofield Park. This six-acre park is located in northwest Hapeville and serves the Happy Homes Neighborhood. The Park contains a community picnic area, a playground and the Neighborhood Scout Hut and Community Center.

Master Park. Master Park was established through the work of the WPA on land purchased in 1935, making it a historic resource. Four picnic areas with one covered shelter, a nature trail and soccer field are provided. This WPA-era park borders single and multifamily neighborhoods, the Fulton County Health Clinic, Hapeville Library, Hapeville Seniors Center and Hoyt Recreation Center.

Tom E. Morris Sports Complex. The Morris Sports Complex is a 14-acre, active recreation area. The complex contains three lighted ball fields. The ball fields are complemented by a concession stand and restrooms.

Jess Lucas Y Teen Park. Jess Lucas Y Teen Park is considered Hapeville's "downtown park," and preserves five acres of parkland in the town center. Jess Lucas Park is located across Central Avenue from the historic Railroad Depot Museum, historic Hapeville Post Office and historic Christ Church, a civic assembly space. The park is a lunch spot frequented by office workers from nearby Delta and Wachovia Operations Center and the location of community festivals. Wachovia contributed property, and parking to support the funding of the Park. Significant open space in the park enhances the considerable impact of this resource. Picnic areas, tables, benches, a bandstand, walking trails and playground facilities serve visitors. This park hosts the annual Music and Market festivals as well as numerous summer concerts.

Sec. 6.2.16 Scenic Views and Sites

Hapeville is located in the Atlanta metropolitan area. Substantial development and redevelopment has occurred, particularly along Virginia Avenue and Central Avenue. No significant scenic views, visual landmarks or vistas are present; however, a number of historic structures have been preserved. These are discussed below in the Cultural Resources section of this Element.

Sec. 6.2.17 Cultural Resources

Hapeville was named for Dr. Samuel Hape, a figure of the 19th century critical to the town's development and incorporation as a city. Born in Middleburg, Maryland in 1830, Dr. Hape served the Confederate government in the Second Georgia Regiment. He moved to what is now Hapeville in the 1870's following his service in the Civil War, founded a dental supply business, and was active and influential in Atlanta politics -- particularly in Hapeville. In 1892, he was the town's first mayor, and was "as successful in commercial life as he was in fostering the growth and spirit of his city." Historical documents record that Hapeville was named after Dr. Hape because he persuaded the General Manager of the Central Railroad of Georgia to establish a "flag stop" in Hapeville in 1875.

Both passenger and freight trains ran through the town, which stopped for passengers when "flagged" to do so. A post office was established in 1875 in Hapeville as well. Dr. Samuel Hape died in his Hapeville home in 1916.

The historic district in Hapeville includes various areas of residential settlement, and a core commercial district that is centered on the historic railroad depot. The residential portion of the district on the south side of Hapeville consists primarily of the Bungalow house form, and also includes a number of Queen Anne style houses, as well as Queen Anne Cottages. This area contains some of the oldest residential architecture remaining in Hapeville. These architectural forms were common in Georgia in the late nineteenth and early-twentieth centuries. The area now known as "Virginia Park," formerly the Old Second Ward includes much of Hapeville's earliest architecture from the 1920's.

Sec. 6.2.18 Residential Resources

Hapeville's residential districts are primarily north of the central corridor formed by the Norfolk Southern Railroad line and North and South Central Avenues. Large trees still shade neighborhood streets where sidewalks may be found; however, not all neighborhoods in the city were built with sidewalks. Residences are generally set back from the street with lawns. A number of historic churches, schools, and government buildings are situated throughout the city.

The Allen House at 3538 Fulton Ave and the Adams House are historic structures occupied as homes near downtown Hapeville. In 1889, real estate owner Will Lowe and civil engineer Edwin A. Doane organized the city's first real estate company, the Hapeville Land and Improvement Company. The pair developed a subdivision bounded by Atlanta Avenue, College Street, Fulton Avenue and South Central Avenue. The homes along South Fulton Street were part of this early subdivision and are eligible for nomination to the National Register of Historic Places.

The neighborhoods on the north side of the historic district largely consists of 1930's to 1950's-period housing comprised primarily of the Minimal Cottage ("American Smallhouse") and Ranch styles of housing that were traditional forms of domestic architecture following World War II. Craftsman Style Bungalows are also a typical house form in Hapeville's northern neighborhoods.

The American Small house is a compact residential form, generally built with four rooms, having little, if any, exterior detail. Ranch houses typically followed this construction type. A number of houses in these neighborhoods are good representations of the 1½- to 2-story classic American Cape Cod housing style popular in the post-World War II era.

Hapeville is laid out on a compact grid with streets running north-south and east-west. Only one cul-de-sac street could be found until a second was created in a recent subdivision named Central Park. Early subdivisions featured small lots, as narrow as 25 feet and generally 125 feet in depth. Later, these lots were re-platted in 50-foot lots that characterize most of the development in the city. Suburban style development occurred on Hapeville's east side in the 1960's and 1970's along such streets as Lavista Court, Forest Hills Drive and Colorado Avenue. Lots in this neighborhood are much larger and streets wind through the rolling terrain.

Sec. 6.2.19 Commercial Resources

Hapeville's commercial core has historically been centered around the "Central of Georgia" Railroad Depot, now the Hapeville Depot Museum, located on South Central Avenue at Atlanta Avenue and Jess Lucas Y Teen Park. Complementing historic downtown businesses and professional offices is the Neoclassical Revival Post Office, completed in 1940 by the Works Progress Administration.

The building has become a community landmark in the downtown. A number of downtown buildings have been renovated recently, particularly since introduction of the Main Street Program in 2003. The Masonic Building at 611 North Central Avenue was Hapeville's first brick building. Constructed in 1903 by A.H. Broadnax, this landmark formed part of the early Hapeville Business District. The original Chick-Fil-A restaurant, named *The Dwarf House,* was built on North Central Avenue in 1946. Truitt and brother Ben Cathy worked as short order cooks in this restaurant that served workers at the Hapeville Ford Plant. The restaurant is also a local landmark and was recently renovated, perhaps, in celebration of 50 years of serving the Hapeville community.

Delta and Wachovia Offices
Delta offices dominate the southwest quadrant of the city. At the time the 1996 Plan was written, the aviation giant had plans to expand its offices and had acquired a substantial number of properties in the Old Second Ward. Delta's World Span Headquarters occupies a suburban style campus extending many city blocks from Doug Davis Drive on the south to South Central Avenue on the north, encompassing approximately 15 acres.

Wachovia Operations Center occupies land east of World Span Headquarters and built a 160,000-square foot addition to its campus in 1998. The Center adjoins the Jess Lucas Y Teen Park that the company helped develop and provides a diverse market to downtown eateries and shops. Both campuses encourage walking and reinforce the pedestrian feel of downtown Hapeville.

Hospitality Industry
Hapeville's proximity to Hartsfield, the interstate system and downtown Atlanta has attracted hotels and hospitality establishments. Together with the Delta and Wachovia office, the 17-story Airport Hilton Hotel and Intown Suites, formerly Ramada Inn, are the only multi-story construction in Hapeville. This structure gives an indication of the strength of the market in Virginia Park and Hapeville's south side.

"Strip Commercial" Development
Rooted along a U.S. route long before the interstate, Dogwood Drive and North Central Avenue developed in an automobile age. These commercial districts fell into disrepair with the construction of I-75 and I-85, effectively bypassing these formerly bustling districts. Land in each district is planned for mixed use development, while preserving a stable neighborhood along Dogwood, just south of Atlanta's derelict commercial properties.

Sec. 6.2.20 Industrial Resources

Hapeville's early industries were a steam-powered gristmill and saw mill, in use by the 1880's. At this time, other industries in the "business center" of Hapeville also consisted of a cotton gin and a corn mill. These buildings have long since faded into history and Hapeville's City Hall is built on the site of the old sawmill.

In 1947, the Ford Motor Company opened the Hapeville Assembly plant, by far the greatest industrial project the city has seen. The Hapeville Plant was Ford's first plant construction following World War II. President Henry Ford II and the Atlanta Mayor William B. Hartsfield were among the attendees of the plant dedication. Former Hapeville Mayor C.C. Martin was employed at the Plant as Director of Human Resources. The plant has been remodeled several times to accommodate the manufacture of new models. The plant remains in Hapeville, and has been honored with numerous awards for efficiency and productivity in North America. Although the plant is not within the proposed historic district boundaries, it's impact on the city of Hapeville's is unparalleled.

Hapeville's industrial base grew considerably in the post-World War II years, as airport-related industries and suppliers were established in and around Hapeville. The city's industrial employment base grew correspondingly. On land once occupied by Hapeville homes, airport expansion has generated demand for Federal Express airfreight operations, becoming one of Hapeville's largest employers.

Sec. 6.2.21 Institutional Resources

Public Resources

The College Street School has been placed on the National Register. This facility was acquired by the Hapeville Development Authority, which oversaw its placement on the Register. This site has quite a history, beginning with a donation of three acres of land in 1878 for a school. The school was not built and the gift was withdrawn. In 1886, Samuel Hape, founder of the Village of Hapeville, and William Lowe, donated land for the school. The Hapeville Seminary Academy was chartered in 1887. The wooden Academy was replaced by an architecturally ornate brick structure in 1911 that burned on September 12, 1915. The building was rebuilt immediately and ready for reuse by late 1915 as the current College Street School.

Described upon its completion as "*the most beautifully designed and most efficiently arranged school building in the State of Georgia*," the North Avenue School was built in 1929. The School was constructed in reaction to real estate development in Hapeville and to relieve overcrowding at Hapeville Elementary, which had been using "*every foot of space around the building for portable classrooms*." The North Avenue School now houses the Fulton County Teaching Museum.

Hapeville High School was built in 1939 using a WPA grant and developed into an expansive complex by 1988. The School, alma mater to many current residents, closed in 1989. Fulton County now uses the building as Hapeville Elementary School.

The Hapeville Post Office on the southeast corner of South Central and Atlanta Avenues was built in 1941. The WPA erected the original 4,000 square foot building, which was enlarged in 1964.

Religious Resources

The First Baptist Church was organized in 1884 and the present structure on Atlanta Avenue, at Jess Lucas Park, dates back to 1924. Hapeville Presbyterian Church was built in 1924 at 3368 Fairview Avenue, now Whitney Avenue. The congregation of Mount Zion United Methodist Church organized around 1816, "*before the Indians signed the treaty at Indian Springs giving the white man this area*." The Church and adjacent cemetery, where early settlers tombstones date as far back as 1796, is a regional landmark. The most recent structure was erected in 1939. Hapeville Methodist Episcopal Church located on Atlanta Avenue was erected in 1929. Christ Church was moved to South Central Avenue and restored by the Hapeville community in 1986. This circa 1895 structure is a nondenominational civic space used for community meetings and a focal point in the downtown.

Sec. 6.2.22 Transportation Resources

Hapeville is located just north of Atlanta Hartsfield Jackson International Airport. Interstates 75 and 85 border the city on the east and west, just south of the "Downtown Connector." The interstates were completed in the 1950's and 1960's, and have defined the city limits. When these routes were built, much of the Stewart Avenue/Central Avenue (U.S. 19/41) traffic was diverted away from Hapeville. Massive expansion of Hartsfield Airport in the 1980's, which borders Hapeville on the south, displaced a tremendous number of residents and has shaped development of the community.

Construction of Interstates 75 and 85 define the city on the east and west. The airport expansion, in addition to the interstates, has stemmed Hapeville's geographic growth potential. The history and evolution of Hapeville has been tremendously impacted/largely influenced by the transportation facilities in and around the city.

In 1892, the Central Railroad placed a fast train in service between Atlanta and Savannah. Named after a six-year old mare that had recently broken the world's trotting record, the "Nancy Hanks" made the trip in six hours and 45 minutes -- a remarkable feat for that era.

Many aviation pioneers were associated with Hapeville and Hartsfield Airport's predecessor, Candler Field. Beeler Blevins was one example, an army pilot and operator of a flying school at Candler Field. William B. Hartsfield called him the "Father of aerial development in Atlanta." Blevins made a prophetic speech in 1933:

> *"The truth is that no man knows as yet what aviation means and will mean to us. . . For I am confident that the mighty strides that will be made in aerial navigation in the coming years will cause the earth to appear so small in the eyes of human beings who soar far overhead at speeds undreamed of today, that eventually they will look to new inventions and new devices which will conquer outer space and new worlds beyond the attraction of our own."*

Blevins was killed in 1934, the same year another famous area aviator, Doug Davis, was killed in a plane crash at the National Air Races in Cleveland, Ohio. Doug Davis Drive is named after this first man to pilot an Eastern passenger flight from Atlanta to New York. The nine-stop flight took 8½ hours.

Road Construction

Prior to the 1870's, the only road in the Hapeville area was the present Old Jonesboro Road, which was then known as "Atlanta-Griffin Road." Roads in Hapeville were constructed prior to the city's official incorporation in 1891. By 1875, early resident J.L. Sims was commissioned to open the first roads, Mt. Zion Road and Moreland Way, which created a link between Jonesboro Road and Mt. Zion Methodist Church.

The current Dogwood Drive, formerly Stewart Avenue and before then Mt. Zion Road, was established in Hapeville primarily to access Mount Zion Church, which predated the founding of Hapeville. The church was established about 1816, and the first weatherboard building, which no longer exists, was constructed around 1830. According to the *History of Hapeville,* the cemetery adjacent to the church still remains, and is the burial site of significant Hapeville residents, including the Sims and the Doanes.

This U.S. route remains a principal thoroughfare through Hapeville, and is the location of many businesses, places of worship and dwellings. Central Avenue was soon built along the Macon and Western Railroad line that runs northwest to southeast through the city, perpendicular to Mt. Zion Road. Central Avenue became the town's primary center of activity. North Central Avenue and Stewart Avenue were the first roads to be "charted" about 1910, and were paved around 1916.

North Fulton and South Fulton Avenues were built as feeders off Central in 1885, and extended around 1990. Atlanta Avenue was also built off Central Avenue about this time.

Central Avenue became Hapeville's town center, with municipal buildings, businesses, schools and places of worship established in close proximity. Following World War II, Central Avenue was designated as "U.S. 19/41." This route between Jonesboro and Atlanta was well traveled and actually runs from Copper Harbor, Michigan south to Miami, Florida. The popularity of automobile travel and increased traffic along U.S. 19/41 became a catalyst for commercial development along Central Avenue. North and South Central Avenues continue to function as Hapeville's Downtown "Main Street."

Railroad Construction

Beginning with the railroads in the mid-1800s, and then the subsequent development around the trolley line, the airport, the interstates, and Hapeville's major roads, the community's "booms" and "busts" have essentially been a product of Hapeville's history with transportation.

One of Hapeville's most prized possessions, the Hapeville Railroad Depot was dedicated in 1890. In fact, the town's limits were established around the Hapeville Depot when it was incorporated as a city in 1891.

Trolley Service

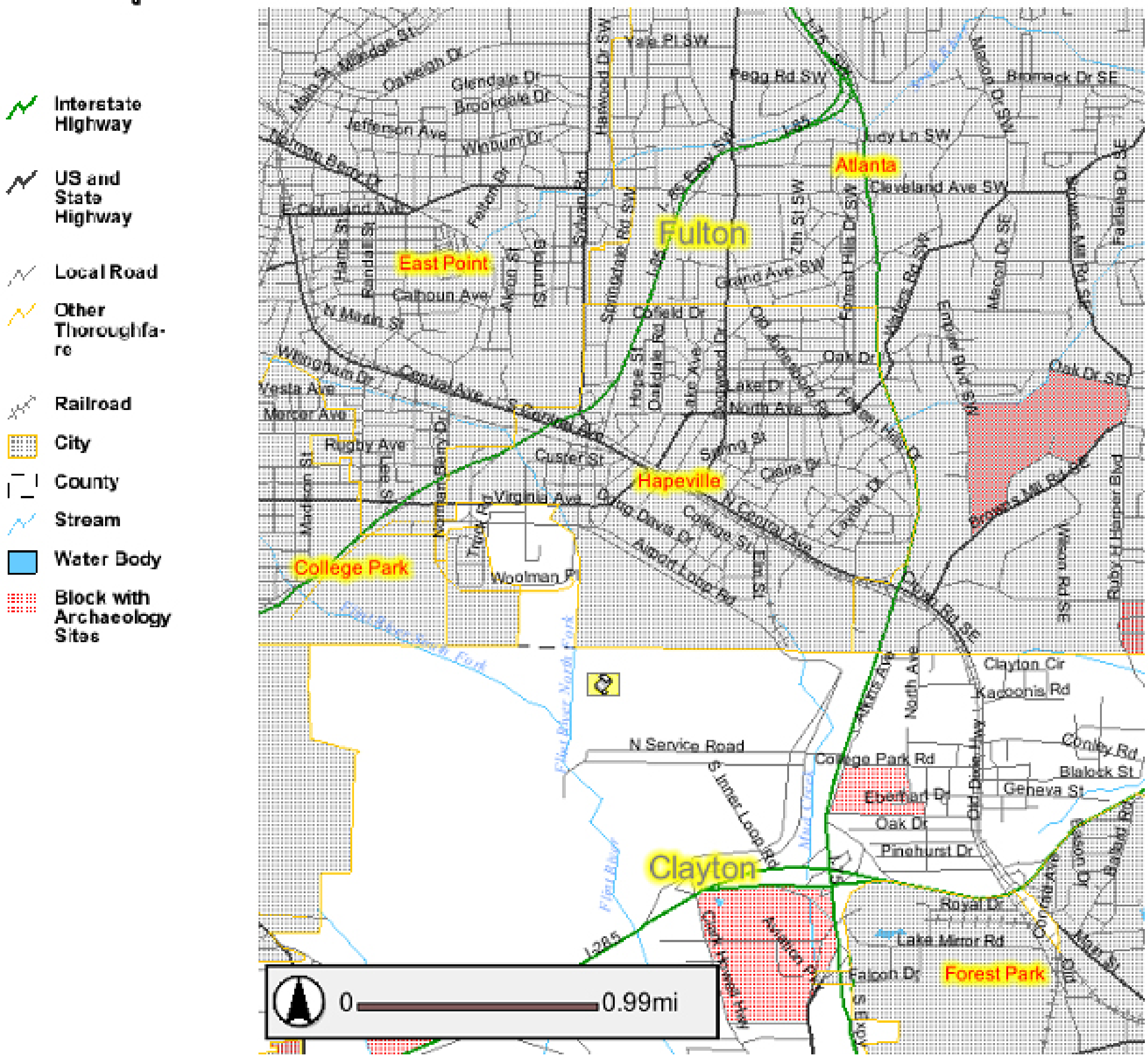
The Georgia Railway and Electric Company extended East Point - College Park trolley service to Hapeville in 1906. Tracks were laid on Willingham Drive, Central Avenue, Atlanta Avenue and College Street. The service was discontinued in 1937 when electric, "trackless" trolleys were introduced, which were then replaced by buses. The opening of the East Point MARTA rail station in 1986 re-routed all buses to the station, eliminating any direct connection between Hapeville and Atlanta.

Sec. 6.2.23 Rural Resources

Hapeville's founding families arrived primarily as farmers in the 1870's and 1880's. One of the town's original settlers, Elizabeth Sims, cleared her property along North Central Avenue and Myrtle Street for vegetable farming and fruit trees. Samuel Hape purchased land in Hapeville intent on starting a fruit growing and farming community. *Sholes' Georgia State Gazetteer and Business Directory* from 1881-1882 reported that Hapeville's chief shipments were cotton and fruit. The *Directory* also reported that Hapeville had a steam gin and saw mill. A list of farmland acreage in the 1898 *Georgia State Gazetteer and Directory: Farmers* denotes Hapeville's farmland holders, their farm acreage and assessed property value. Included in this list are W.H. Harrison, William Lowe, Martha & Fannie Mangum, and F.L. Thrailkill from Hapeville. The town's primary exports in the 1880's and 1890's were fruit and fruit trees, with some 400 bales of cotton shipped annually by railroad.

No rural resources, not even a demonstration relic of this rural past, have survived.

City of Hapeville Historic and Archaeological Resources



Sec. 6.2.24 Historic, Archaeological and Cultural Sites

Historic resources include structures of architectural or cultural significance, cultural districts, monuments and sites, and places of local archeological importance. Such places and past events comprise the historic fabric of the community and provide a context for recent and current events. These elements of the past serve as a foundation for the community, as they have influenced present development patterns and characteristics. Loss of historic elements of the community, even such minor items as familiar street names, can represent an irreplaceable loss of the local heritage. Today's planning themes still emphasize a "sense of place." Hapeville's historic resources are catalogued below. Their protection and preservation is a source of pride for all residents. A <u>History of Hapeville Georgia</u>, published in 1991, testifies to the civic pride of residents and is an important record of the city's past, particularly the oral histories this seminal account of early Hapeville contains.

Hapeville is a close-knit community, proud of its history. Most residents are long-term, and their resilience in the face of significant change has been amazing. Perhaps, this pressure and compact size has drawn them together, but it is also based on resident roots as a freestanding city in the shadow of giant Atlanta. Buffeted by transportation improvements largely benefiting the state, Hapeville seeks to retain its hometown atmosphere and residents are determined to preserve its sense of place.

To that end, the City has preserved its train depot. Built in 1890, the structure now serves as a museum. The original city limits were a one square mile area running parallel to the railroad with the depot at the center, literally the town center. Adjoining this structure is Christ Church, built in 1895. The Church was relocated from its original site at Georgia Avenue and Chestnut Street to the depot property in 1986 where it has been restored and preserved. This structure was twice used to house students when College Street School burned. This portion of Hapeville was the center of a bustling town when the "Dummy," an early commuter train, served the city and parts south connecting them to Atlanta. This central core is also across South Central Avenue from the former 81-acre site of the "Georgia Baptist Orphans Home and Children Home," an orphanage old photos of which conjure up visions of "Boys' Town." The Home has since been relocated, along with an ornate marble arch, to a 400-acre site in Palmetto.

According to the text, <u>History of Hapeville Georgia</u>, "*In 1935, the Works Progress Administration (WPA) granted Hapeville $135,292 to purchase 45 acres for a city park.*" This encompassed Master Park in which stone steps from the ball fields at Claire Drive to the park and stone benches and picnic shelters were built. The City received a grant from the U.S. Bureau of Outdoor Recreation in 1973 under which the park was completely renovated. Master Park was described as the "*Showplace of the City Park system*." The Park was last renovated in 1985.

A civil war era cemetery is found near the intersection of Jonesboro Road and Parkway Drive. The site is situated on private property and is reported to contain both Confederate and Union soldiers. No formal maintenance plan has been adopted or funded.

Assessment

Community support for preservation of Hapeville's historic and cultural resources is substantial. This is evidenced by (1) placement of the College Street School on the National Register of Historic Places, as well as its preservation by the Hapeville Development Authority; (2) Renovation of the Christ Church and Railroad Depot; and (3) Publishing of <u>History of Hapeville</u> in 1991, a text that wonderfully chronicles the city's past. The active membership of the Hapeville Historical Society in these efforts and support for such resources as the Fulton County Teaching Museum and WPA-era Master Park is further testimony to resident commitment to these resources.

No immediate threat from redevelopment or introduction of incompatible land use is present as virtually all land is at an "end use." For example, Delta Headquarters and Wachovia Operations Center are located adjacent to downtown and many historic resources noted above. These campus-like settings complement the small town character as well as provide a ready market to shops, restaurants and other retailers. Historic Master Park is situated in a residential area. Hapeville's land use goals and regulations prohibit commercial encroachment into residential neighborhoods. The Central Park subdivision is a single family development adjoining the Park. This new user group will improve the utility of and therefore, community support for, this important recreation and historic facility. Grounds and facility maintenance programs of the Hapeville Department of Recreation, Parks, Buildings and Grounds has made significant progress in preservation of Master Park.

Sec. 6.3.0 GOALS AND OBJECTIVES

The following goals and objectives and strategies are formulated to preserve and protect Hapeville's natural and cultural resources:

Goal: Identify, preserve and protect the city's critical natural and cultural resources as a means of enhancing the community and preserving Hapeville's rich heritage.

Objective: Map all environmentally sensitive areas and incorporate this information into the development plan review process as a means of ensuring protection of Hapeville's natural resources.

Objective: Promote nomination of the downtown and Hapeville's historic neighborhoods to the National Register of Historic Places.

Objective: Identify all public and private structures, lands and facilities having potential for recognition and preservation, including Master Park, North Avenue Teaching Museum and Jonesboro Road Cemetery; and pursue National and State Register nomination where appropriate.

Objective: Involve neighborhood groups in local issues, to create an appreciation of Hapeville as a community with a sense of history and place.

Strategy: Strictly enforce the model ordinances that have been adopted through vigilant development plan review and field inspections; assess effective penalties for violations.

Strategy: Cooperate with Hapeville's schools and natural resource and cultural resource preservation organizations in forming student projects such as trail building and maintenance, study of local history, community asset identification and protection and interpretive programs designed to educate and enhance resource appreciation.

Strategy: Encourage identification of Hapeville's neighborhoods, documenting their individual histories, and promote formation of neighborhood associations for the purpose of establishing neighborhood projects such as festivals and block parties, installing identification markers, staging neighborhood clean up campaigns, "Adopt-A-Park" programs and neighborhood watch programs.

Strategy: Inventory and document downtown Hapeville and historic structures for the purpose of preparing an application for nominating these resources to the State and national Register of Historic places.

Strategy E: Establish and coordinate a public education program concerning placement of the downtown and historic neighborhoods on the National Register through sponsorship of forums featuring guest speakers and appropriate informational materials.

Strategy F: Boost community spirit through continuing to sponsor cultural festival events; seek festival support and participation by an array of neighborhood groups, cultural organizations, merchant associations, economic development agencies and the development community.

LAND USE ELEMENT

Sec. 7.1.0 INTRODUCTION

Land use is simply what activities occur on real property, the "land." Land use focuses on how such activities as residential, commercial and industrial uses are distributed throughout Hapeville. The arrangement of land uses depends on a number of factors, most associated with public improvements such as roads and water and sewer mains. These improvements generate demand for development as only low intensity uses such as agriculture, forestry and low density, large lot residential uses can be developed in areas sparsely served by such improvements. As access improvements and sanitary sewer services arrive, more intense land uses can occur. Market demand generates the necessity of the improvements and can also fund these public investments. Urban centers demand the most from public facilities and services and the level of services can be used to determine the appropriate development intensity.

Land use is about the type, intensity and distribution of development, and the pattern of development of a community is determined by these development characteristics. The pattern of development that formed Hapeville will be examined as well as future patterns that can be supported by public policy, infrastructure, capacity of the land and market demand.

Sec. 7.2.0 INVENTORY

Sec. 7.2.1 Land Use Element

The Land Use Element presents information about development patterns in Hapeville. The location and extent of various land uses are described and mapped. The Element also relates the current pattern to growth in the economic and housing sectors, as future growth must be accommodated on the ground. An assessment of that future growth is included to ensure that projected growth can be accommodated.

Sec. 7.2.2 Hapeville's Beginnings/Early Years

As reported in the History of Hapeville Georgia, "The Village of Hapeville grew out of individual farm settlements." Families like the Thrailkill's, Cash's, Sims' and Perkins' worked farms here. Samuel Hape purchased 500 acres of "wooded land on the Macon & Western Railroad, eight miles south of Atlanta." This land was bounded by North Avenue, Forrest Hill Drive, the present Clayton County line and Stewart Avenue, forming the heart of present day Hapeville. The text continues, "*During the eighties, (that's 1880's) Hapeville began to gain popularity as a vacation and resort community. . . Considering her society, location and education advantages, Hapeville is the most attractive suburban town around Atlanta. For this reason, people North and South come here to spend the summer, and many are making it their permanent home*."

Settlement was facilitated by formation of the Hapeville Land and Improvement Company in 1889, which built the first subdivision. In 1880, the population was about 80 individuals, growing to 150 by 1890 and incorporating in 1891. The city's location on the Macon & Western Railroad which became Central of Georgia Railroad, and now Norfolk Southern, spurred growth of the village. Early Hapeville's location along Old Jonesboro Road, part of the "Atlanta Griffin Road," also brought travelers and commerce to Hapeville. The 1900 Census recorded 430 inhabitants, and the 1910 Census recorded 864.

As early as 1875, a "flag stop" on the Central Railroad was established at Hapeville. By 1890, a Hapeville railroad depot was dedicated and shops sprang up around the rail line. By 1925, 24 passenger trains passed through Hapeville daily. One of these was an early commuter train with 30 stops between Atlanta and Jonesboro. The History of Hapeville highlights the importance of the "Dummy Train" as this service was known, "*It is generally understood the Dummy did more to build up the communities of Hapeville, East Point, Oakland City and West End than any other one thing. It not only moved people economically, but it also caused industrialists to locate in these areas as employees had access to public transportation to work*."

Sec. 7.2.3 Growth Occurred on a Dirt North Central Avenue

North Central Avenue was a dirt street at the turn of the 19th century, and city hall, a bank, general merchandise store, drug store, doctor's office and other businesses were established on North Central and on nearby streets such as Atlanta Avenue. The text notes that Mom and Pop neighborhood grocers were scattered throughout the city in the 1910's, 20's and 30's since walking was the primary form of transportation.

Sec. 7.2.4 Airport's Influence came Early

A significant entry into the hospitality market was made in 1939 with construction of an entertainment and recreational complex on "Virginia Avenue across from Candler Field entrance." A 152-room "Hanger Hotel" opened in 1941 with rooms and apartment suites. The Atlanta Airport Hilton, Marriott Courtyard and Marriott Residence Inn followed in the 1990's, each catering to air travelers.

Sec. 7.2.5 Growth Accelerated Following WWII

According to the History of Hapeville, "Forward Hapeville Club listed some eighty businesses in 1941." Following WWII, commercial and industrial growth resumed with construction of the Ford Assembly Plant beginning in 1945. Truitt Cathy opened his first of many "Dwarf Houses" to serve plant workers in 1946. Commercial expansion continued through the 1950's with Dearborn Plaza opening in 1951. Industrial development in Hapeville is located at the edge of the city, with FedEx operations along the southern boundary and warehousing at the northeast border of the city. The Owens Corning Plant on Sylvan Road adjoins Hapeville, but is actually located in East Point.

In addition to Ford, Delta Airlines is Hapeville's major employer. The Reservations Center and World Span Headquarters are located south of the Norfolk Southern rail line. Together with Wachovia Operations Center, these office buildings dominate commercial and service establishments along Virginia Avenue.

The Virginia Avenue corridor, North and South Central Avenues and Dogwood Drive form Hapeville's major commercial arteries. The majority of the remainder of the city is devoted to Hapeville's neighborhoods, a map of which is found in Appendix C. These historic neighborhoods developed along a traditional grid with original lots being 25 feet by 125 feet and later combined into 50-foot by 125-foot lots that dominate today's development pattern. Suburban styled development is found in the Forest Hills Neighborhood with curvilinear streets and sizeable lots. A "Hapeville Emerging Land Use Project" identified two dominant architectural styles characterizing Hapeville's neighborhoods, the "Ranch" found in the suburban style subdivisions developed in the 1960's and 1970's, and the "Cottage" style dating back to the 1920's and 1930's.

Sec. 7.2.6 Development Density, Intensity and Acreage

One characteristic that distinguishes single-family neighborhoods from multifamily neighborhoods is density, a measure of the number of units on a given area of land, usually expressed as units per acre. Residential density in single-family detached developments in Hapeville is approximately 4 units per acre established on 448 acres. The density for multifamily developments is 12 - 14 units per acre, occupying 51 acres.

Development intensity in Hapeville's commercial districts varies with high-rise office and hotels near the interstate interchanges, especially at the western border and one and two-story construction along Virginia Avenue, Dogwood Drive and North and South Central Avenues. Commercial land uses account for 181 acres. Industrial uses are represented by auto manufacturing and warehouses at Mount Zion Road and I-75. Ford's sprawling operations are located at the southeastern margin of the city. More limited industrial uses are established in extreme northeast Hapeville at Mount Zion Road and I-75. Total industrial acreage amounts to 115 acres.

Sec. 7.2.7 Land Use Categories

In addition to the three land uses mentioned above, residential, commercial and industrial, several other categories are used to differentiate among land uses. These are Public/ Institutional, Transportation/ Communication /Utilities, Park /Recreation /Conservation, Agriculture/Forestry and Vacant/Undeveloped. Residential land use in Hapeville is further characterized as Single Family and Multifamily. Similarly, the industrial land uses consist of Light Industrial and Heavy Industrial categories. A new land use category, "Mixed Use," will support a diverse range of residential and commercial uses, and responds to market demand for what is commonly known as "live-work" space. These land use categories will be adopted and reflected on the Future Land Use Map; each is defined below:

Residential. Residential land uses are defined by housing type, which also bears a relationship to density. Single Family Detached uses represent the lowest density and may be established on individual building lots ranging from 4,000 square feet to more than 43,560 square feet, or one acre. Single Family Attached and Multifamily uses record approximately the same density, although multifamily projects tend to be developed at a higher density. Services such as street networks, utilities and transit are more heavily used in higher density areas. As a result, planning and developing such services in multifamily areas must account for the greater system loads associated with higher density. Dwellings dominate land use in the residential category although customary uses in these districts include places of worship, schools and parks. The Future Land Use Map differentiates between single family and multifamily dwellings.

Commercial. Commercial uses consist of non-industrial business uses, including retail sales, office, service and entertainment facilities. Hotels, restaurants, shopping centers, offices, banks, automotive repair shops and dry cleaners are examples of commercial land uses. In Hapeville, the majority of commercial uses are located in single story structures, although a number of mid and high-rise buildings are found. Development intensity depends on the bulk of individual structures, and as surface parking is common in Hapeville, building coverage of commercial sites is limited.

Light Industrial. The light industrial category consists of land dedicated to warehousing and wholesale trade facilities and "clean" manufacturing facilities. The category is differentiated from Heavy Industrial not by lot coverage or size and height of structures, rather by the limited impacts of activities conducted on the premises compared to heavy industrial uses. The warehousing along Mount Zion is a light industrial land use.

Heavy Industrial. This category includes processing plants, factories, mining or mineral extraction activities, landfills and similar uses. Potential impacts of these uses normally exclude their establishment near residential uses in particular, but a range of other uses as well. The Ford Assembly Plant is a heavy industrial use.

Public/Institutional. The public/institutional 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 also include colleges, churches, cemeteries and hospitals.

Transportation/Communication/Utilities. This "TCU" category includes such uses as major transportation routes, public transit stations, electrical power plants and substations, railroad facilities, radio towers, water and sewer plants and facilities, airports and port facilities. The Georgia Power substation on Elm Street and Federal Express shipping on Perry Hudson Boulevard are TCU uses.

Park/Recreation/Conservation. Park/Recreation/Conservation land uses include "active" recreation, that is, ball fields, courts and swimming pools, among others, and "passive" recreation, including trails, picnic areas and natural habitats. PRC lands may be either publicly or privately owned and also include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses and recreation centers. Jess Lucas Y Teen Park, Master Park and Cofield Park are examples of PRC uses.

Agriculture. Agricultural land is dedicated to farming, for example, crop fields, feed lots, pastures, farmsteads, specialty farms and livestock production or similar rural uses. No agricultural uses are found in Hapeville.

Forestry. This land use category encompasses commercial timber or pulpwood production and similar rural uses such as woodlands. No forestry uses are found in Hapeville.

Vacant/Undeveloped. This category represents uses on land that has never been developed and land that has been developed and may contain vacant structures, but has since been abandoned. The category also includes vacant lots in residential subdivisions or undeveloped tracts in industrial parks and water bodies. Surprisingly, 10 percent of Hapeville falls within this category.

Sec. 7.2.8 Existing Land Use Map

The Existing Land Use Map provides information about activities that now exist on various properties throughout Hapeville. 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. For example, should market analyses indicate that retailing, "commercial land uses," represent future growth and development opportunities, land designated for commercial development must be available. The Existing Land Use Map also conveys information about the geographic relationship of individual land uses to surrounding land uses and to transportation networks. Surrounding land uses and transportation networks influence the character of future development.

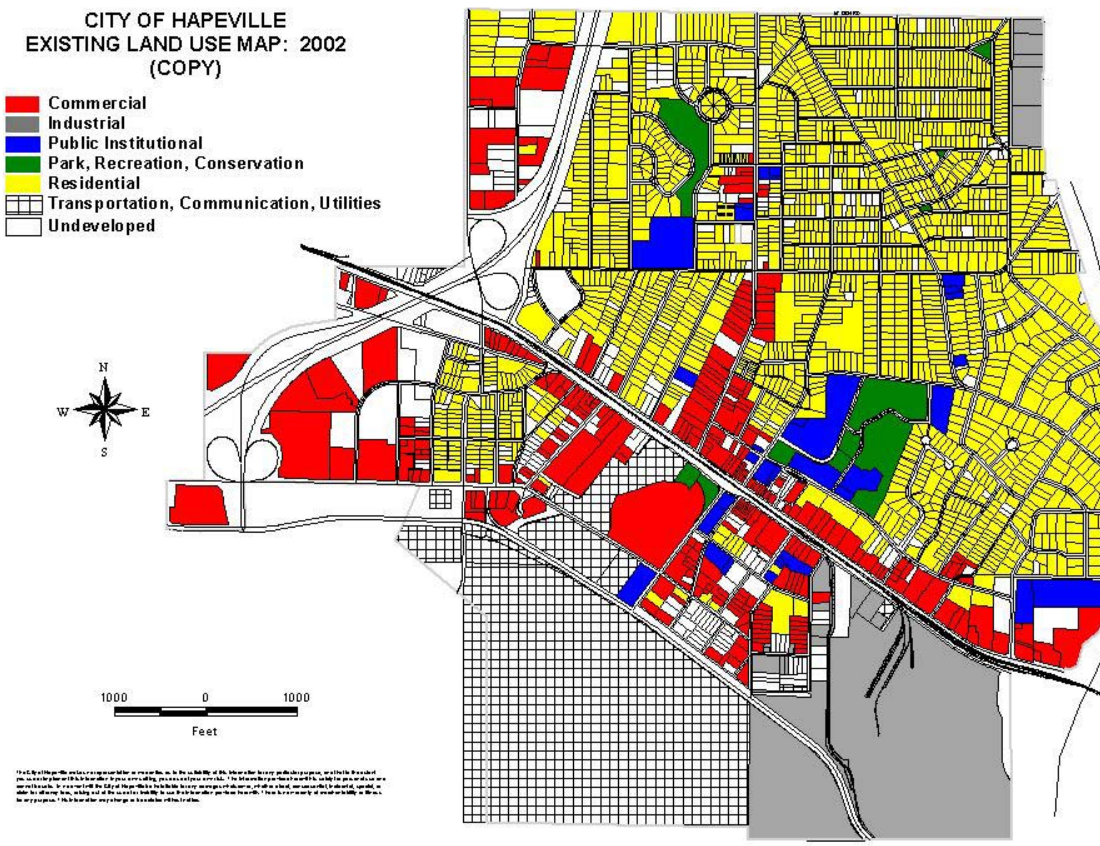
An important aspect of the Existing Land Use Map is identification of undeveloped or vacant property, which is expected to develop. Land must be available in parcel sizes and quantities as well as at locations that meet the demands of the market. The Existing Land Use Map facilitates understanding by Hapeville officials of the amount of land developed in each use category. This information is presented below and is essential to anticipating the capacity of Hapeville's land resource to accommodate projected development. This information also enables the City to appropriately plan the location of future growth and associated infrastructure and services demand.

Table LU1. Hapeville's Existing Land Use Pattern 2002

Land Use Category	Parcels	Acreage	Percentage
Agriculture	0	0	0%
Residential	1,735	499	42%
Single Family Dwellings	1,591	448	38%
Multifamily Dwellings	144	51	4%
Commercial	301	181	15%
Industrial	19	146	1%
Public/Institutional	36	44	4%
Transportation/Communication/Utilities	8	200	17%
Parks/Recreation/Conservation	10	29	2%
Vacant/Undeveloped	294	118	10%
TOTAL	2,404	1,217	100%

Source: City of Hapeville, Department of Community Services, 2005.

City of Hapeville Existing Land Use Map



Sec. 7.2.9 Existing Land Use Pattern in Hapeville

Hapeville is a compact, urban community with a land area totaling 1.9 square miles, or approximately 1,217 acres. At 42 percent of the land area, housing is the dominant land use in Hapeville. Within this category, single-family dwellings comprise 38 percent of the total or nearly 10-fold the amount of land developed as multifamily housing. The number of parcels shown in Table LU1 indicates an average lot size for single-family dwellings of .28 acres, or quarter acre lots. Since the majority of residential lots are 50 feet by 125 feet, some 6,250 square feet, a significant number of lots must exceed one acre. The Housing Element reports that the 2000 Census counted 753 multifamily units, including townhouses and condominiums. This yields a density of 14 units per acre.

The second largest land use category is Transportation/Communications/Utilities, including Federal Express operations south of Perry Hudson Boulevard and adjoining the airport. Georgia Power Company also maintains Utility operations in the city. The next largest land use is Commercial, consisting of 181 acres, including the significant Delta and Wachovia offices and hotels such as the Airport Hilton. Industrial land uses play a small role in terms of acreage at 146 acres; however, the Hapeville Ford Plant is a major employer and the highly visible location on I-75 heightens the impact of this facility and land use. Most significant is the 118 acres of vacant or undeveloped land, including land with vacant structures. In a city that most observers would say is "built out," this development potential may be surprising. Depending on the location of this land, any of the land use categories in Table LU1 would be legitimate future uses. The main conclusion is that new development and redevelopment options are substantial despite Hapeville's small size and apparent developed character.

This undeveloped acreage does not include public open space, as that is encompassed under Parks/Recreation/Conservation. The 29 acres in the PRC category represent 4.7 acres per 1,000 residents, just under National Recreation Professionals Association standards of 6-10 acres of parkland per 1,000 population.

As Hapeville is virtually landlocked and annexation is improbable, the base acreage of the city is unlikely to change. Growth must come through development of undeveloped tracts and redevelopment of vacant or underutilized properties.

Sec. 7.2.10 Existing Land Use Assessment

The Georgia Department of Community Affairs has established standards for assessing existing land use. These standards (shown in *italics*), and their application to Hapeville, are presented below to facilitate review of this Element by Atlanta Regional Commission and the Department.

Historical factors that have led to current development patterns, to the extent they can be identified such as the construction of major public transportation facilities, water and sewer facilities, and other community facilities; annexations; large-scale private land developments, and purchases of land for open space, parks and recreation purposes.

As evidenced in historical maps of early Hapeville included as Appendix E, the rail line was a dominant force in the development pattern. The downtown form shaped by the railroad is present today. Properties were acquired by individual families who farmed the land and served the needs of the Atlanta market and the railroad. An early subdivision was established near downtown and the population grew as more families and commerce were attracted to the area.

Hapeville has been shaped by other transportation investments, truncated by Hartsfield Jackson Airport on the south and I-75 on the east and I-85 on the west. In fact, Hapeville lost half of its population and land area to expansion of Hartsfield in the 1980's, and was unable to regain population until the 2000 census.

This rebound continues today, as Hapeville and the Tri-cities are the focus of market demand for in town neighborhoods. This demand has brought infill development on small lots, and will continue to drive densification of Hapeville's neighborhoods.

Land use patterns and densities as they relate to the provision of infrastructure improvements, including identification of any areas where rapid development threatens to outpace infrastructure capacity; or areas where existing infrastructure capacity exists.

Hapeville is an urban area with a population density of 3,252 persons per square mile, nearly twice that of Fulton County and now exceeding that of neighboring Atlanta, which is 3,163 persons. Single family dwellings, all of which are either one or two story structures, occupy the majority of Hapeville's land area. Individual lot sizes range from 4,000 square feet to over 2 acres. Multifamily dwellings are limited to three-story construction and density is in the range of 12 units per acre. Office and hotel development encompasses multistory buildings; however, all remaining commercial development is less than three stories. The city contains limited vacant tracts found in commercial and residential districts.

Hapeville is well served by a network of infrastructure and public facilities. A bond issue funded repair and replacement programs in the late 1990's. Investment in capital improvements or manpower to accommodate future development represents only incremental, rather than extensive, expansion of infrastructure or public services. Densification of neighborhoods and intensification of commercial districts is expected to be accommodated by existing street and utility networks.

Blighted areas, areas in need of redevelopment, and transitional areas undergoing shifts in predominant land use; including: (1) business districts that are experiencing loss of retail, office, and related residential activity; (2) residential areas where dwelling units are in a marked state of deterioration or dilapidation; and (3) industrial areas where plants and facilities are abandoned, idled, or underused and the sites themselves are environmentally contaminated and must be remediated before they can be reused.

Sec. 7.2.11 Commercial Districts are Revitalizing

Gentrification is on the way to Hapeville. At the time the 1997 Plan was written, this outcome was by no means certain. Even today, downtown vacancies exist, and vacant lots and buildings can be found along Dogwood Drive. However, both corridors have experienced renovation and new construction. As renewed investment in Hapeville's neighborhoods surrounding these, essentially "neighborhood" commercial districts, the pace and scope of revitalization is projected to accelerate.

Virginia Avenue has experienced more new construction. A development at Virginia and Doug Davis Drive complies with newly adopted architectural standards and is pedestrian in character. Residential reinvestment in adjacent Virginia Park is expected to bring more such commercial projects. Rather than continue to transition to commercial uses as appeared imminent in the dilapidation and conversion occurring at the time the 1997 Plan was written, *"Properties have been acquired and simply* "boarded up" *in certain instances*," Virginia Park now promises to become one of the region's most desirable intown neighborhoods.

Sec. 7.2.12 Status of Transitional Areas of the 1997 Plan

Of the other transitional areas identified in the 1997 Plan; the Old First Ward remains virtually unchanged. Noise impacts, deterioration, property ownership by numerous individuals, abandoned character and location out of the main travel ways seem to combine to stymie redevelopment.   This property will be the subject of a Redevelopment Plan, which will extend from College Street on the north to Oak Street, and the city limits, on the south and from Atlanta Avenue on the west to Elm Street on the east. Transition for this area is the result of noise impacts associated with Hartsfield's expansion causing displacement of a substantial neighborhood.

Another area of transition identified in the 1997 Plan is found in northwest Hapeville, west of I-85. This Sylvan/Springdale Road area had "*already experienced commercial conversion and owners of the remaining single family homes, numbering just over one dozen, are expected to complete this conversion within the next five years*." As noted under "Future Land Use Narrative" later in this Element, residents of the neighborhood voiced a desire to "sell out" and allow the area to fully convert to commercial use, consistent with the zoning of these properties and apparent market demand. The City has a vision for this area and believes it may be a candidate for redevelopment as a mixed use project.

Sec. 7.2.13 Market the Apparent Remedy for Residential Blight

A number of Hapeville neighborhoods contain deteriorated housing units. However, private reinvestment in property renovation and demolition, followed by new construction, has been an observable trend. One pocket of marked deterioration in the "Dutch Forest" duplex subdivision was remedied by City partnering with the U.S. Department of Housing and Urban Development in redeveloping the site as a single family subdivision. Many residents are not aware that this duplex development ever existed. Hapeville's rental housing comprised 49 percent of the housing stock in 2000, and the City seeks to redress this imbalance.

Sec. 7.2.14 Industrial Past not Significant

Hapeville is essentially a residential community and cannot be characterized as an urban core in which plants and facilities are abandoned, idled or underused such as are found in nearby East Point. Industrial development in Hapeville was historically limited, and the Ford Plant, the only major industry, has experienced renovation and is poised for expansion on adjacent property. No "brownfield" or abandoned industrial sites that are environmentally contaminated are found in the city.

Environmentally sensitive or locally valued land and resources identified in the natural and cultural resources element as being unsuitable for development or in need of special protection or management practices.

No significant environmentally sensitive or locally valued land and resources have been identified in the Natural and Cultural Resources Element. Sites having such areas in need of special protection or management practices can be developed with such areas preserved as permanently protected greenspace.

Problems with existing development patterns, reflected in extensive single-use districts, strip commercial development, and "leap-frog" development remote from urban centers and public infrastructure (or other common indicators of inefficient use of land and community facilities) that may be addressed through changes in local policy on location of land uses, provision of infrastructure, etc.

Hapeville has no extensive single-use districts, with the exception of established neighborhoods that are proximate to commercial services and regional employment destinations. In fact, the in-town, compact character of the city renders this assessment criterion somewhat inappropriate, particularly the "leap frog" aspect. Urban center like Hapeville were leapfrogged by development in Henry and Coweta some time ago. Infill development characterizes all future development in Hapeville and such development will only enhance the efficiency of public infrastructure and services.

Strip commercial development is present along Hapeville's commercial corridors, Virginia Avenue, North Central Avenue and Dogwood Drive. However, newly adopted architectural and site development standards preclude auto dependent commercial development of the past. Mixed use is now the emphasis and pedestrian oriented commercial development is seen in new construction and renovation in each of these corridors.

Evaluation of the community's opportunities for encouraging infill development in areas where infrastructure and services are available versus expanding infrastructure and services into new areas, including consideration of Traditional Neighborhood Development (TND) and other compact forms of urban development.

Hapeville could be the poster child for TND models. Few locales in the region situate the planned residential density in greater proximity to retail services, significant employment centers, services and cultural venues. The development model generated by the Virginia Park LCI Study, reminiscent of Hapeville's past development pattern, is the TND model.

Local development policies that could affect future land use patterns, such as zoning, land development regulations, and locational policies applicable to various types, densities and intensities of land uses.

Hapeville public policy favors mixed use, diversity in housing and higher density than now characterizes the city. This policy recognizes the finite limits on land and the locational advantage of an international airport location, an intown location and a location amply served by Interstates 75 and 85. The value of land, particularly in Virginia Park and ultimately, in College Square, coupled with the substantial separation from Hapeville's stable single-family neighborhoods afforded by the Norfolk Southern rail corridor and U.S. 19/41, open a wide range of development possibilities. The City had given preliminary approval to densities of 40 units per acre at College Square.

Such density was unheard of in the past, even at these isolated locations. However, Hapeville elected officials are well aware of the position of the city as the gateway to an international airport as well as the development dynamic that will characterize the Atlanta Region over the next 20 years. The City's adoption of a market driven "Village" zoning district will facilitate redevelopment on a truly urban scale, while reserving appropriate locations for preservation of Hapeville's historic, small town charm.

Sec. 7.2.15 Virginia Park LCI Study and Future Land Use Map

The recommendations of the Virginia Park LCI Study are hereby incorporated and adopted as an essential element of this Comprehensive Plan. The Future Land Use Map of this Plan updates and supercedes the land use designations of the Livable Centers Initiatives Virginia Park Master Plan.

Sec. 7.3.0 ASSESSMENT OF CURRENT AND FUTURE NEEDS

The Future Land Use Map portrays land use patterns and configurations thought to best reflect future market demand for various land uses. These land use patterns and configurations must also present an efficient utilization of Hapeville's land resource, conform to plans for infrastructure improvements and be consistent with goals and objectives of the Comprehensive Plan.

Sec. 7.3.1 Projection of Future Land Use Needs

A projection of future land use needs, by land use category, must include an analysis of the amount of land needed to accommodate the projected population and economic growth of the community. The analysis must also consider the continuing need for protection of natural and cultural resources, and the estimated gross acreage needed for each land use category. An analysis of land use follows:

Residential. Future demand for residential land uses are estimated on the basis of the population projections developed within the Population Element. The residential land use projections include information about the assumptions of net densities that have been applied. In addition, much of the growth in population will occur on land designated as "Mixed Use." Redevelopment of residential acreage is also expected to occur at higher densities, particularly south of the rail line.

Commercial and Industrial. Future needs for commercial and industrial land uses must be estimated on the basis of projections of economic activity developed within the Economic Development Element. Land designated on the Future Land Use Map as commercial actually decreases by some 41 acres. However, a new "Mixed Use" category that permits commercial uses accounts for some 198 acres on the Future Land Use Map. This acreage will be redeveloped in residential and commercial uses and is found primarily in the southern portion of the city and along commercial corridors.

Industrial uses are expected to undergo a mild expansion, specifically Ford's expansion on undeveloped land adjoining the plant. Accordingly, the Future Land Use Map will not reflect a substantial gain in land designated as industrial compared to the Existing Land Use Map. The future economic base of Hapeville lies in commercial development, specifically office, hotel and neighborhood commercial uses.

Transportation/Communication/Utilities. TCU land uses are expected to remain stable. These uses comprise some 17 percent of the land area of Hapeville, dominated by Federal Express operations at the airport and the city's southern boundary.

Public/Institutional. P/I land uses are also are expected to remain stable. These uses include places of worship, cultural facilities, cemeteries and civic uses. Public/Institutional uses comprise some 4 percent of the land area of Hapeville and are considered compatible with a range of environments.

Parks/Recreation/Conservation. Hapeville is projected to have more land in this category within the city limits; however, the exact location has not yet been determined. Some 8 additional acres are required to conform to national standards. Importantly, this may not include land within individual developments preserved as common greenspace.

Mixed Use. This land use category was not anticipated in the 1997 Plan; however, mixed use will play a substantial role should local assumptions about the market for such development models be correct. Significant portions of the Old First Ward, Virginia Park, Sylvan/Springdale Road, the downtown and Dogwood Drive are projected as mixed use development. Mixed use involves some 198 acres.

Vacant/Undeveloped. No vacant or undeveloped land is projected in the dynamic market condition characterizing Hapeville over the next 20 years.

Sec. 7.3.2 Future Land Use Map

The Future Land Use Map identifies the location, distribution and character of proposed land uses, including an indication of development density and intensity. Density pertains to residential development and is indicated by the number of units per acre as influenced by the character or type of units being proposed. Development intensity refers to commercial and industrial development and is also indicated by the character of development proposed. For example, hotel and office development in Hapeville has been more intense, that is, having greater floor areas on a given site, than retail commercial uses.

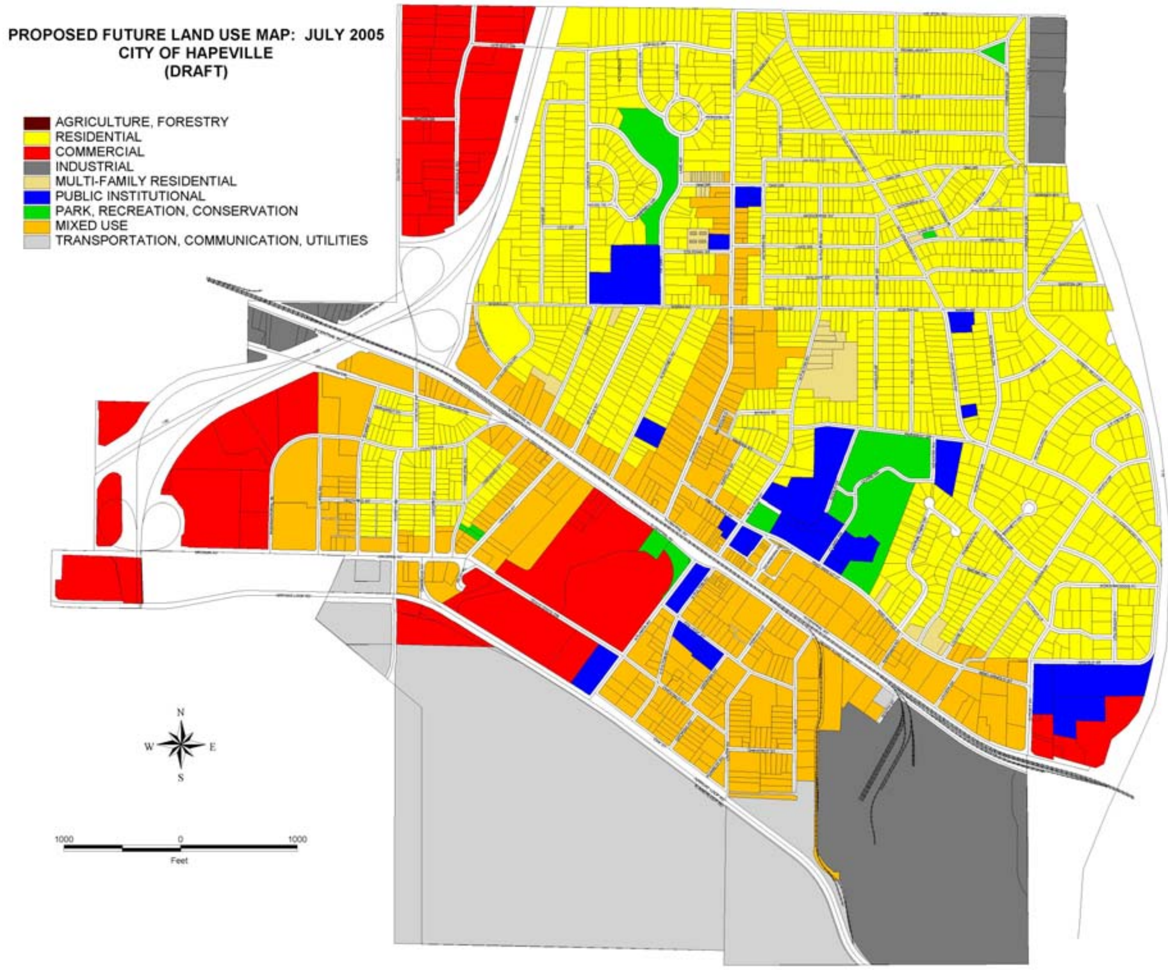
The Future Land Use Map depicts the distribution of the nine land uses throughout Hapeville; the Light Industrial and Heavy Industrial categories have been combined. This Map represents the anticipated pattern of land use based on historical land use, market demand and trends identified in this Plan and projections of land use in the future. The Map is an indispensable tool in controlling future land use, particularly through zoning, as it guides Hapeville officials in infrastructure and utility provision as well as zoning decisions. The Future Land Use Map appears at the end of this Element.

Table LU2. Hapeville's Future Land Use Pattern

Land Use Category	Acreage	Percentage
Agriculture	0	0%
Residential	494	41%
Single Family Dwellings	482	40%
Multifamily Dwellings	12	1%
Commercial	140	12%
Industrial	107	9%
Public/Institutional	45	4%
Transportation/Communication/Utilities	204	17%
Parks/Recreation/Conservation	29	2%
Vacant/Undeveloped	0	0%
Mixed Use	198	16%
TOTAL	1,217	100%

Source: City of Hapeville, Department of Community Services, 2005.

City of Hapeville Future Land Use Map



Sec. 7.3.3 Future Land Use Narrative

The Georgia Department of Community Affairs establishes standards for preparation of a Future Land Use Narrative. This narrative describes the policies driving land use patterns indicated on the Future Land Use Map. Many of these policies are incorporated into the purposes of the Zoning Ordinance, the primary tool used to implement the Comprehensive Plan and Future Land Use Map. The DCA standards (shown in *italics*), and their application to Hapeville, are presented below to facilitate review by Atlanta Regional Commission and the Department.

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

Hapeville is a developed setting with only certain areas expected to redevelop in any substantial manner. These include Virginia Park, College Square, the downtown, Dogwood Drive and Sylvan/Springdale Road. Western portions of Virginia Park, and much of College Square, are expected to redevelop at intensities consistent with highly urbanized areas, given the land costs and transportation advantages. The downtown is historic and a pedestrian scale is favored; planned redevelopment is consistent with the present scale and intensity. The mixed use model projected for Dogwood Drive represents development intensity greater than was seen in the past; however, this will likely be tempered by market demand and neighborhood preferences.

Finally, the future of Sylvan/Springdale Road is more difficult to predict. Planned conversion to mixed use faces certain obstacles, among which is the overwhelming presence of the Owens Corning Plant and the Hertz Rent-A-Car operation. While the latter could more easily relocate in favor of College Park's Consolidated Rental Car site, Owens represents a very substantial investment. Beyond these considerations, each of the above developments, as well as development projects in East Point and College Park, will compete with Sylvan/Springdale Road for investment capital. Most of these sites are better situated as the Sylvan/Springdale Road location is isolated and removed from any current activity center.

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

With Hartsfield Jackson Atlanta International Airport bordering on the south, East Point on the west, and Atlanta on the north and east, opportunities for annexation are extremely limited. A small land area occupied by Delta and owned by City of Atlanta is situated in unincorporated Fulton County. However, it is unlikely this land will be annexed, as no incentive for the owner is present.

Accordingly, Hapeville's growth and development strategy relies on residential densification largely through infill on scattered, undeveloped lots and tracts as well as redevelopment at higher densities. Commercial intensification will occur through higher building heights and elimination of surface parking in favor of deck and underground structures beneath commercial buildings.

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

Hapeville upgraded water and sewer mains through an infrastructure bond in the late 1990's. Public services and infrastructure are in place, with system repairs and replacement of outdated facilities accommodated in the Community Services Department annual budget. Future significant upgrades will be funded by private development or in partnership with the City. Redevelopment of College Square represents one such upgrade with specific improvements to be determined. Based on the interconnected nature of the utility systems, and the recent upgrades, no other infrastructure improvements are planned within the 5-year period of the Short Term Work Program.

The City has secured funding for streetscape and limited street improvements stemming from the award of ISTEA funding in the downtown, LCI Implementation funding in Virginia Park and planned streetscape improvements along Dogwood Drive and downtown Hapeville, the current subjects of an LCI Study.

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 Hapeville. Minor floodplains may restrict the intensity and location of development. These areas are identified on the Floodplain Map for reference in weighing development proposals.

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 Hapeville.

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

As recorded in the Natural and Cultural Resources Element, numerous architectural, cultural and historic sites are found in Hapeville. The College Street School (1915), North Avenue Teaching Museum (1929), Railroad Depot (1890), Hapeville Post Office (1941) and Mount Zion Methodist Church (1939) are among the city's many historic structures, a number of which are architecturally significant. A number of commercial buildings in the downtown are historic and a National Register District may soon be established. Historic neighborhoods are found throughout Hapeville as more than 60 percent of dwellings on the ground in 2000 were more than 50 years old. An effort to establish a National Register District is being mounted with good reason as documented in Table LU4.

Master Park is a WPA-era park that contains stone works dating to the 1930's. The park has been preserved, with only minor public facility encroachments at the periphery.

A Civil War cemetery is located on Jonesboro Road near Parkway Drive, unique as both "Union" and "Confederate" war dead are interred at this location. No public preservation plan has been adopted.

Table LU4. Year Built for Hapeville's Housing Stock

	Hapeville City, Georgia
Total Housing Units	2,538
Built 1999 to March 2000	47
Built 1995 to 1998	0
Built 1990 to 1994	33
Built 1980 to 1989	131
Built 1970 to 1979	299
Built 1960 to 1969	495
Built 1950 to 1959	802
Built 1940 to 1949	513
Built 1939 or earlier	218

Source: U.S. Census 2000.

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.

Hapeville's Virginia Park was the subject of a 2002 Livable Centers Initiative Study. Recommendations for this former "Old Second Ward" neighborhood emphasize preservation of the single family core with higher density residential development at the western margin and neighborhood scale, commercial development at the periphery. A walkable setting is being promoted by LCI-funded transportation improvements, and regional objectives of creating a jobs-housing balance are being met by the proximity of such employers as Delta and Wachovia. This neighborhood experienced decline and disinvestment in the 1980's and 1990's, and based on aggressive property purchase by Delta, was considered in the 1997 Plan to be slated for commercial conversion and redevelopment in townhouse dwellings.

Infill construction proceeding in Virginia Park, for the most part, mirrors the scale and historic cottage style of the original neighborhood. Redevelopment in the western portion of Virginia Park is expected to consist of intense commercial projects given high land values, and proximity to Hartsfield and the I-85 interchange at Virginia Avenue.

Other Hapeville neighborhoods will become candidates for the TND model as the compact character of the city lends itself to walking to neighborhood destinations. Recent revisions to the City's zoning ordinance emphasize pedestrian character and mixed use environments. As revitalization of neighborhood commercial districts proceeds, the pace of ongoing residential reinvestment is expected to accelerate. This activity is being propelled by the in-town location of the community, relatively low cost land at the moment, proximity to the interstate system and employment centers, neighborhood parks and an extensive sidewalk network.

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

One of the most transitional locations in Hapeville is found along Springdale and Sylvan Roads, at the city's western border. This former low density neighborhood was rezoned to an intense commercial classification in the 1980's. This action may have been triggered by market pressure for commercial development based on the presence of an interchange at I-85. A hotel was built at the interstate ramp some time prior to the wholesale commercial zoning. Subsequently, approval was granted for a storage and maintenance facility of car rental agency, which has had a devastating effect on the neighborhood, particularly since a number of dwellings were acquired and razed. Remaining residents voiced interest in a commercial "buyout" and actually objected to City consideration of a return to residential zoning. Current thinking concerning this area is that mixed use development, capitalizing on the interchange and in recognition of the demise of the former single family neighborhood, will occur. The location offers ease of access to such destinations as downtown Atlanta.

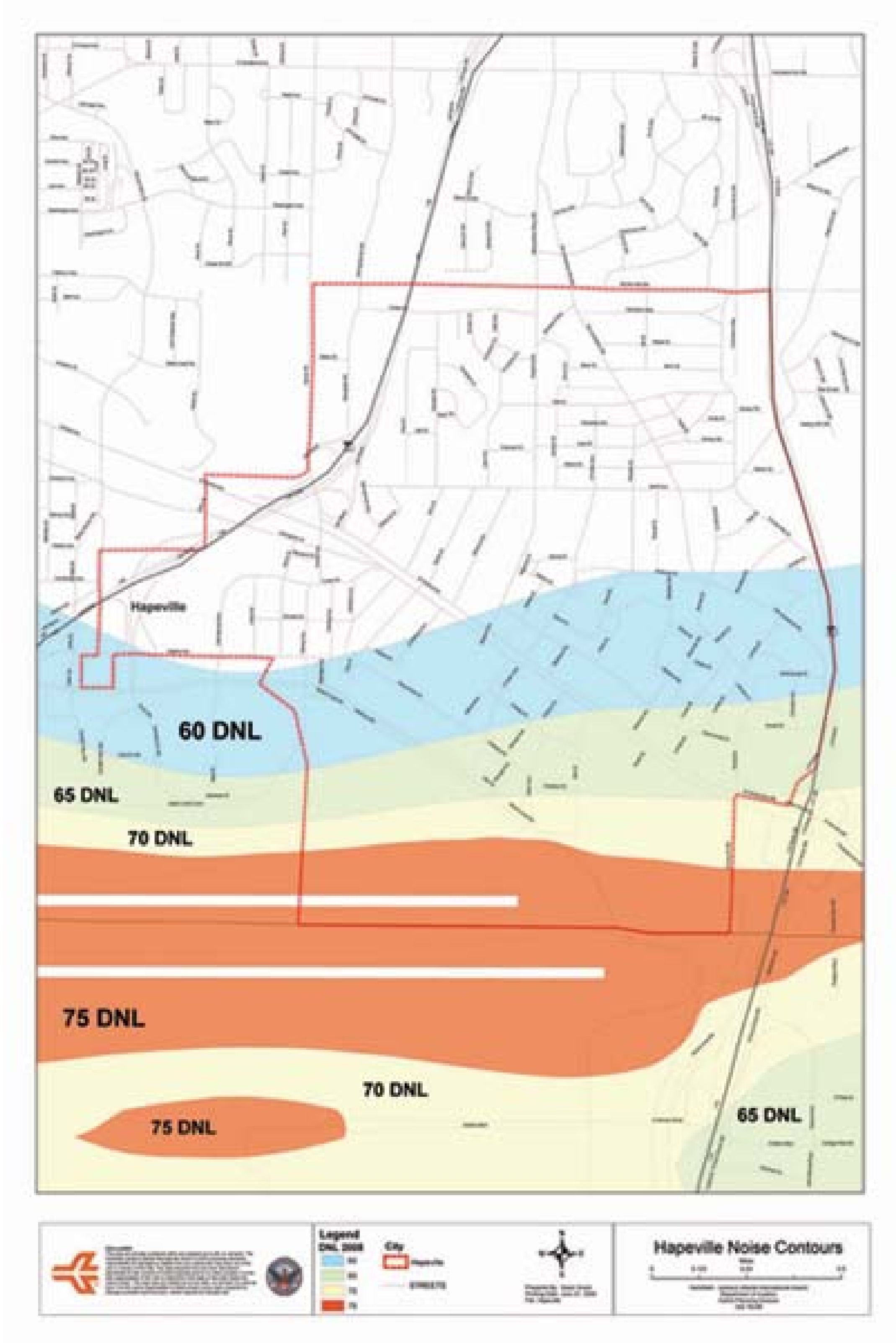
Areas proposed for redevelopment or designated for the future preparation of area plans or master plans, such as central business districts, neighborhoods or transportation corridors.
A number of areas are being planned for redevelopment, including "College Square," the downtown and Dogwood Drive. Development of Virginia Park is described above; the remaining activity centers are described below:

"College Square"
College Square is the former "Old First Ward," the subject of an airport, "noise abatement" buyout program by the City of Atlanta Department of Aviation in the 1980's. Hapeville has launched several initiatives aimed at redevelopment of College Square, including land assembly to facilitate private market development, funding an area master plan, consideration of development partnerships with private developers and sale of the College Street School at below market rates to stimulate reinvestment. Hapeville Development Authority redevelopment powers of land acquisition and infrastructure bonds have been made available to prospective developers.

A mixed use development model is anticipated with an emphasis on the office and hospitality market. Atlanta Department of Aviation input is being sought in redevelopment of this area as Atlanta is not only a property owner, but has an obligatory interest in the reuse of properties acquired with federal funds. While attached residential uses may comprise residential development in College Square, the location of these units will respect the "noise contours," a map of noise levels which is presented below, and guidelines of the Federal Aviation Administration and the Airport. Adoption of an acoustical ordinance that will control new construction within College Square will very likely be a condition of Airport approval and market success.

Given the isolation from Hapeville's established neighborhoods and the shortage of land proximate to the airport, College Square is expected to attract mid-rise construction. Such construction may be offices or hotels which can be acoustically constructed and benefit from airport views. These factors should enable the City to capitalize on high intensity development heretofore limited to such structures as the Airport Hilton.

City of Hapeville Contour Map



Downtown Hapeville

The downtown is defined by both the North and South Central Avenue corridors, and includes portions of Dogwood Drive and South Fulton Street. This linear commercial district is expected to redevelop based on public improvement projects such as Jess Lucas Y-Teen Park, streetscape enhancements and parking improvements. Private reinvestment is present and is expected to accelerate as surrounding neighborhoods revitalize.

Redevelopment of the downtown is expected to include a residential component and could encompass multifamily units along King Arnold Street. Developer interest has been noted n the past, and as these units are toward the lower end of the rental market, new construction featuring upscale, "for sale" product could render acquisition and demolition feasible.

Similarly, retrofitting of a second or even third story atop the existing commercial structures could yield mixed use structures directly on North Central Avenue. Such mixed use would supplement the resident and local employee market, thereby, enhancing retail and service offerings. The "Downtown Hapeville Redevelopment Plan" prepared in 1998 featured an expansion of the linear commercial district to King Arnold, creation of mid block alleys and public parking. These recommendations remain valid today, and as the market improves, public and private investment in these improvements may be warranted.

Dogwood Drive

Stewart Avenue was renamed Dogwood Drive to not only disassociate the corridor from the notorious Stewart Avenue as has Atlanta, but also from what must be the starkest transition in land use and appearance between jurisdictions in the region. Well-maintained, single family detached dwellings characterize the portion of Dogwood between the city limit with Atlanta and Oak Drive. At Oak, the corridor transitions to strip commercial with potential yet to be realized. As was North Central Avenue, Dogwood Drive forms part of U.S. 19/41, formerly the Southeast's main north-south artery prior to construction of I-75 and I-85. Disinvestment in adjoining neighborhoods, and the "bypass" effect of the interstate, spelled deterioration of the corridor. New construction along the TND or mixed use model could reinvigorate this commercial corridor. New architectural standards have delivered more upscale construction in recent years, but this has been limited and nowhere near the amount required to generate the cache necessary to stimulate companion revitalization of flanking neighborhoods.

While a prediction of which of the three redevelopment areas will gain momentum first is difficult, Dogwood Drive is the focus of a 2005 LCI Study. Should the experience of Virginia Park, which was also the focus of an LCI Study and is becoming more and more market driven, prove an example for Dogwood, this corridor may soon witness appropriate redevelopment. Unlike Virginia Park though, impact on adjoining neighborhoods is expected to be a limiting factor affecting development proposals.

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.

Hartsfield, Still a Growth Engine

Without doubt, completion of the airport expansion, including transportation improvements associated with the proposed Southern Crescent Transportation Services Center to be located at the intersection of Dixie Highway and Aviation Boulevard and International Terminal, will accelerate growth in Hapeville.

This will be seen in growth in employment, in the housing sector and in the hospitality industry.

Intown Market on the Southside
Strong residential markets have been building in nearby East Point and College Park. As land prices in those markets escalate, Hapeville neighborhoods such as Virginia Park will become more attractive. "Tear downs" and replacement with upscale dwellings has become common in College Park. This trend is surfacing already in Hapeville and will accelerate.

The type, location and quality of rural, agricultural or forest lands.
No significant rural, agricultural or forestlands are found in Hapeville.

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.

In recognition of market demand for intown locations, Hapeville launched a series of initiatives designed to produce attractive, more upscale development. These actually began with a partnership with the U.S. Department of Housing and Urban Development. This partnership yielded the first new housing construction in 40 years and signaled the presence of a strong market for housing to the community and to developers.

This success was followed by adoption of a regulatory tool known as the Architectural Design Guidelines, a design review process and establishment of a Design Review Committee. These products were the result of a year-long, public process tapping the architectural, historic preservation, engineering, planning and legal resources of the City. The Guidelines establish both residential and commercial architectural and site design standards. The predominant architectural styles of the community were identified in order to achieve renovation and new construction consistent with the historic styles. Many concepts of the TND model were incorporated into the Guidelines, and all projects requiring building permits are subject to design review before the Committee.

In tandem with the Virginia Park LCI Study, the City introduced a "Village" zoning district that fosters mixed use development in a single zoning district and in a single structure. The growing popularity of this development type rendered the obstacles inherent in the City's Euclidean (based on a strict segregation of uses) zoning ordinance all too obvious. The Village District is a flexible mechanism for facilitating market driven designs and arrangement of uses. Plans are to apply this zoning designation to such redeveloping areas as Dogwood Drive, Virginia Park, College Square, the downtown and Sylvan/Springdale Road. The 2025 Future Land Use Map will incorporate a "mixed use" designation to encourage and direct use of the Village District.

A strategic "local development policy" adopted by the City and begun with the HUD partnership has been to acquire land and thereby, control its redevelopment. This strategy has yet to succeed in the Old First Ward where a city block was assembled to stimulate private development of a blighted area. However, a second success story is Virginia Park where the Hapeville Development Authority has promoted revitalization of a traditional neighborhood by acquiring land from Delta. Scattered lots have been marketed to infill builders with the cooperation of all arms of City government. Larger tracts are being offered with specific housing and commercial developments in mind. This effort is powering the rebound of an in town neighborhood and providing housing alternatives to a growing population. Private market renovation has also been spurred.

SEC. 7.4.0 LAND USE GOALS AND OBJECTIVES

Hapeville is an historic, small town adjacent to an international airport, Interstates 75 and 85 and a Southeastern capital. Within this dichotomy, Hapeville seeks to maintain the character of a traditional downtown and accommodate growth of developing activity centers, Virginia Park and College Square. These seemingly conflicting aims can be achieved by fostering a land use pattern consistent with public policy described in this Plan, neighborhood preferences, market demand, natural and cultural resources limitations, public infrastructure capacity and sound planning principles. The following goals and objectives are established to achieve this pattern:

Sec. 7.4.1 Goals and Objectives

Goal: Adopt a future land use map and regulatory codes that will guide the community through market driven change, while preserving the small town character that is attracting new residents and businesses.

Objective A: Facilitate achievement of mixed use development models in Virginia Park, College Square, the downtown and along the Dogwood Drive corridor through land use map designations and proactive property rezonings.

Objective B: Capitalize on regional transportation and locational advantages by such means as allowing urban density, building heights and development intensity “by right” in appropriate zoning districts.

Objective C: Preserve Hapeville's stable, single family neighborhoods from encroachment by incompatible uses, which may include higher density housing; and provide such mechanism as buffers, transitional height planes and appropriate building setbacks designed to mitigate the impact of more intense development.

Objective D: Promote more upscale design and development in residential and commercial construction.

Objective E: Establish effective measures for managing ambient noise levels.

Associated Implementation Strategies include the following:

Strategy A: Adopt a future land use map that focuses higher density residential and higher intensity commercial development in appropriate locations in Virginia Park and College Square, and respects the historic scale of the downtown and the Dogwood Drive corridor.

Strategy B: Revise the zoning ordinance to permit building heights, coverage ratios and densities characterizing urban settings in those zoning districts applicable to high value properties in Virginia Park and College Square.

Strategy C: Ensure appropriate transitions in land use by enforcing appropriate buffering or a “step down” in land use from medium density residential development to low density, single family development and similar transitions.

Strategy D: Provide for districts in the zoning ordinance that correspond to land use classifications of the Future

Land Use Map, such as the new mixed use designation.

Strategy E: Initiate a site plan review process in all zoning districts, during any subdivision platting and prior to development permitting to control the impact of new development on surrounding properties.

Strategy F: Rethink the parking regulations in the context of similar settings and documented parking demand, particularly those for hospitality uses and mixed use districts as a means of encouraging walking.

Strategy G: Officially adopt the Virginia Park LCI Plan, and the Dogwood Corridor LCI Plan as guiding documents in redevelopment of these key activity centers.

Strategy H: Protect the integrity of Hapeville's historic neighborhoods by considering adoption of controls as to architectural style; building scale, mass and height as well as setbacks consistent with a defined context.

Strategy I: Identify Hapeville's traditional neighborhoods by name and create a sense of place by erecting neighborhood markers such as those installed in Virginia Park.

Strategy J: Formally adopt the architectural design guidelines and the design review process, including the Design Review Committee, as a provision of the zoning ordinance.

Strategy K: Adopt a design manual for residential and commercial construction, including drawings, designs, materials samples, roofing samples, color palettes and architectural renderings appropriate to each neighborhood.

Strategy L: Strongly consider adoption of an acoustical construction ordinance as a means of improving the marketability of developments and protecting public health.

Strategy M: Introduce a mechanism in the zoning ordinance and subdivision regulations that mandates preservation of Hapeville's greenspace through adoption of deed restrictions "permanently protecting" such resources as wetlands, floodplains and other common open space as conditions of zoning <u>and</u> plat approval.

Strategy N: Adopt a landscaped buffer provision in the zoning ordinance that specifies the character, size and applicability of such buffers.

Strategy O: Establish uniform standards for all public amenities such as sidewalks, lighting, benches and street trees.

Strategy P: Create a "Master Development Plan" based on the LCI Studies, Future Land Use Map, Comprehensive Plan, architectural design ordinance and public input.

Strategy Q: Position the City at the cutting edge of land use and zoning practice by considering such innovative approaches as form based zoning.

Strategy R: Streamline the development review process by introducing a two-tier approach that distinguishes among "mini review" projects and "major impact" developments.

Strategy S: Modernize the zoning ordinance to ensure compliance with Georgia case law and state and federal statues as a means of protecting the City from excessive litigation; rely on model ordinances to minimize costs.

Strategy T: Simplify the zoning ordinance by eliminating duplication of districts.

Strategy U: Ensure that the language and procedures of the zoning ordinance are easily used by the development community and understood by the public.

Strategy V: Revise the Official Zoning Map to ensure conformity with actual uses and development intensity on the ground, as appropriate, bearing in mind the desirability of amortization of nonconforming uses.

Strategy W: Ensure that such district standards of the zoning ordinance as minimum lot size are consistent with the surrounding context to facilitate compatible development.

Strategy X: Mandate pedestrian connectivity in <u>all</u> new development as a means of encouraging social interaction and walking, and reducing the need for expansive parking.

Strategy Y: Advocate for strict code enforcement and appropriate land use change along Atlanta's Metropolitan Parkway corridor.

Strategy Z: Maximize training opportunities for Planning Commission and Board of Zoning Appeals members to ensure effective and responsible administration of land use regulations and development codes.

TRANSPORTATION ELEMENT

Sec. 9.1.0 INTRODUCTION

Transportation systems are essential public improvements linking neighborhoods, shopping, employment, entertainment, recreation, public buildings and civic spaces. Such systems must accommodate development that relies on access to locations throughout Hapeville and the region. Hapeville's transportation system is comprised of the interstate system, local streets, sidewalks, MARTA bus service and the Norfolk Southern rail line. The system is also comprised of traffic signs and signals and on and off-street parking. Transportation systems involve numerous travel modes including air travel and airfreight, passenger rail and rail freight, trucking, bus, shuttle, taxi, personal vehicle, cycling and walking. This Transportation Element considers the diverse needs of the community in planning and programming this wide variety of transportation modes.

The Transportation Element encompasses an inventory of the transportation system serving Hapeville. This Element 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 for achieving these goals and delivering the desired level of transportation services throughout the 20-year period of this Comprehensive Plan are presented.

Sec. 9.2.0 INVENTORY

Sec. 9.2.1 Transportation and Land Use

Road and highway construction impacts 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 residential density, 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.

Sec. 9.2.3 Background

The City of Hapeville is a compact community of some 2 square miles located in South Fulton County. The city limits are generally defined by Atlanta's southern city limits, Interstates 75 and 85 on the east and west, and Hartsfield Jackson Atlanta International Airport on the south. Hapeville is one of the Tri-cities, together with nearby East Point and College Park. A location map is provided as Appendix D.

Aside from being characterized as a "near the airport" city, Hapeville's most distinguishing transportation characteristic must be the Norfolk Southern rail line. This rail corridor traverses the city from east to west, dividing the downtown and imposing a defined edge on neighborhoods to the north and south. The corridor is also characterized by numerous vehicle and truck surface street crossings and a single, pedestrian crossing. The relationship between the city and the railroad has long been a tenuous one, rendered more so by the presence of Ford Motor Company. Ford's shipment of new vehicles interrupts surface street traffic with regularity, blocking many of the railroad's seven, "at grade" crossings.

Sec. 9.2.4 Comprehensive Transportation Study

The closing of crossings proposed by Georgia Department of Transportation and Norfolk Southern, as well as the physical condition of these rail line crossings, prompted a comprehensive transportation study in 2004. Funded solely by the City of Hapeville, a "Highway Traffic Study" was prepared by Moreland-Altobelli Associates, Inc. in August 2004. The purpose of the traffic study was to evaluate existing traffic conditions in Hapeville, identify and analyze traffic problems and provide improvement recommendations. That study encompassed an intersection capacity analysis, the results of which are summarized in Table T1. The analysis indicates that the existing traffic problems observed or traffic congestion at these key intersections is unrelated to roadway capacity. Traffic problems are created primarily when trains block railroad crossings and prohibit the movement of traffic on North and South Central Avenues, which are the primary roadways on either side of the railroad tracks.

Table T1 - Intersection Volume/Capacity Ratio and Level of Service

Intersection	Control	Morning Peak		Lunch Peak		Afternoon Peak	
		V/C	Delay/LOS	V/C	Delay/LOS	V/C	Delay/LOS
North Central Avenue at Sylvan Road	Signalized	0.51	11.8 (B)	0.46	11.1 (B)	0.41	10.9 (B)
South Central Avenue Sylvan Road	Un-signalized	0.56	11.6 (B)	N/A	N/A	0.32	10.3 (B)
North Central Avenue at Virginia Avenue	Un-signalized	0.33	9.7 (B)	0.40	10.4 (B)	0.37	10.7 (B)
North Central Avenue at Dogwood Drive	Un-signalized	0.50	12.6 (B)	0.71	18.7 (C)	0.65	16.1 (C)
South Central Avenue at Atlanta Avenue	Signalized	0.28	16.1 (B)	0.54	20.2 (B)	0.41	19.4 (B)
North Central Avenue at Sherman Road	Un-signalized	0.09	12.7 (B)	0.16	15.0 (B)	0.07	12.7 (B)
North Central Avenue at Sunset Avenue	Signalized	0.48	14.4 (B)	0.61	16.0 (B)	0.59	15.6 (B)

V/C = volume/capacity ratio. Delay is expressed in seconds. LOS = Level of Service. N/A = Not Available.

Significant Moreland-Altobelli study recommendations are reprinted below, with emphasis added:

<u>North and South Central Avenues at Sylvan Road</u>

Relocate two utility poles, and construct a right turn lane on the westbound approach of North Central Avenue. Also, <u>construct a right turn lane on the westbound approach of South Central Avenue</u> to store vehicles when a train is passing over the railroad crossing on Sylvan Road. Re-stripe Sylvan Road and North and South Central Avenues to provide clear guidance to the motorists traveling through the intersections. Signalize both North Central Avenue and South Central Avenue intersections. Provide railroad preemption timing and coordinate the traffic signals.

<u>North and South Central Avenues at Virginia Avenue</u>

Re-align Myrtle Street with Virginia Avenue and signalize the Myrtle Street-North Central Avenue intersection that includes railroad preemption. <u>Construct left turn lanes on North Central Avenue</u>. Coordinate and upgrade South Central Avenue signal. <u>Add pedestrian sidewalks and crosswalks at intersections</u>.

North Central Avenue at Dogwood Drive

Re-stripe the southbound approach of Dogwood Drive and also widen eastbound North Central Avenue and westbound South Central Avenue approaches to provide for left turn lanes. Install traffic signals at North Central Avenue-Dogwood Drive and South Central Ave-Dogwood Drive intersections that would be coordinated with the intersection signal at King Arnold Street and Dogwood Drive.

South Central Avenue at Atlanta Avenue

Leave the intersection signalized; add a time advisory sign to the "No Turn on Red" sign so that the restriction is in effect only when the post office is in operation (9:00 a.m. to 4:00 p.m.). The signal actuation and timing should be examined and monitored. If the "No Turn on Red" becomes too restrictive for motorists trying to turn onto South Central Avenue from Atlanta Avenue, the City should consider a plan to remove the "No Turn on Red" restriction along with removal of two or three westernmost parking spaces in front of the post office. Removal of these parking spaces would reduce the potential for accidents caused by motorists backing out of spaces in front of the post office.

Dearborn Plaza Improvements

Install a new railroad crossing equipped with gates that would be a southward extension of Dearborn Plaza in conjunction with the closure of the South Street and Perkins Street railroad crossings. Install traffic signals at the North Central Avenue-Dearborn Plaza and South Central Avenue-Dearborn Plaza intersections that would be coordinated with North Central Avenue-Fulton Street intersection signal. Lower the profile of Dearborn Plaza mid-block northward to King Arnold Street to create a level 90-degree intersection at King Arnold Street.

Cofield Drive Traffic Calming Measures

Cul-de-sac Springdale Road at the city limits. Install "Dead End" sign on Springdale Road. Install guide signs to Sylvan Road

North Avenue at Old Jonesboro Road

No changes are recommended at this time. The All-Way Stop Control should remain at this intersection. The stop signs should be checked periodically to determine if the signs need maintenance. Trees and shrubbery should be trimmed back seasonally to insure visibility of the signs.

The Moreland-Altobelli Highway Traffic Study presented a number of transportation recommendations contained in the "Macon Line Grade Crossing Safety Recommendations Report," including a new grade separated crossing that would be an extension of Sunset Avenue south under the railroad to Henry Ford II Avenue. The Report also characterized warning devices being used to ensure public safety in crossing the rail line. These encompass active warning devices along the main rail line consisting of automatic flashing lights and gates at Sylvan Road, Virginia Avenue and Dogwood Drive, and flashing light warning devices, only at Perkins Street, South Street and Henry Ford II Avenue. The spur line serving the Ford Plant and crossing Henry Ford II Avenue is equipped with only passive warning devices consisting of signs and pavement markings. The single-track westernmost spur that crosses South Central Avenue between South Street and Perkins Avenue is equipped with automatic flashing lights. Recommendations concerning pedestrian crossings were not considered in Moreland-Altobelli Study.

Sec. 9.2.5 Characteristics of Hapeville's Larger Transportation System

Hapeville's transportation system accommodates a variety of transportation modes: Vehicle, Truck, Aviation, Rail Freight, Public Transportation, Private Market Transportation, Cycling and Pedestrian. These modes are described below:

Sec. 9.2.6 Vehicles

Passenger vehicles are expected to remain the dominant travel mode for the majority of Hapeville residents, employees and visitors in the near term.

Traffic congestion in Hapeville is limited to commuter peaks, and occurs primarily along North Central Avenue as motorists negotiate a number of signaled and un-signaled intersections. These are complicated "six way" intersections in most locations, with the rail corridor running through the middle of each intersection.

Major employers enjoy superior access to the interstates and "cut through" traffic is no longer the problem it may have been in the past. Until the main airport terminal was relocated in the early 1980's, the Old Second Ward neighborhood, renamed Virginia Park, experienced cut through traffic exiting I-85 en route to the old terminal. This contributed to disinvestment in that neighborhood.

Sec. 9.2.7 Trucks

Truck traffic in Hapeville is limited as major employers, Delta, Wachovia and the Hilton, are office and service operations. Ford ships product by rail. Warehouse operations are found in the northern city limits; however, these are limited and may access I-75 to the east without traveling through Hapeville's neighborhoods. Truck traffic on Willingham Drive and North Central Avenue out of East Point is significant, particularly in combination with commuter traffic. Un-signaled intersections on both sides of the rail line causes congestion at each intersection and this condition is exacerbated by trains blocking crossings during commuting peaks, including the "lunch hour" commute.

Sec. 9.2.8 Aviation

Hapeville is well served by conveniently located air transportation facilities. Hartsfield Jackson Atlanta International Airport, on the southern border of the city, provides superior access to locations in the United States and many international destinations. Airfreight services adjoin the southern city limits and Perry Hudson Boulevard (Airport Loop Road) links travelers to the airport. With more flights to anywhere in the world, Hapeville could be described as the most connected city in the world. The City of Atlanta Department of Aviation, in conjunction with the Federal Aviation Administration, controls airport operations. While Hapeville coordinates noise impact and land use matters with the Department of Aviation, the City has no direct control over airport operations.

Sec. 9.2.9 Rail Freight

Railroads also impact land use and have fostered development of the nation's urban centers. Hapeville was located on a commuter rail line until 1931 that contributed to a vibrant downtown and growing resident population. The Norfolk Southern Railroad lines (Central of Georgia S-Line) travel through the heart of Hapeville and connect Savannah, Macon, Griffin and Atlanta. The S-Line generally consists of two tracks. The southernmost of the two tracks east of Sylvan Road is a running or auxiliary track and not a main track. These freight lines link Hapeville's industrial areas, including the Ford Motor Company Hapeville Plant, to destinations across the United States.

Cooperation with Norfolk Southern has been essential to ensuring traffic safety and movement across the many at-grade rail crossings in the Hapeville community. These are found along the main rail line and on spurs traveling into the Ford Plant crossing South Central Avenue and spurs into property just west of the Plant, also crossing South Central. No other properties in the city are served by rail.

As the Moreland Altobelli Study acknowledges, "*Ford is a significant Norfolk Southern customer nationally as well as locally. 'Just in time' inventory control and a lack of track space in the Ford plant require frequent switching from the tracks adjacent to and northwest of the plant. The switching activity involves back and forth train movements on the tracks between Interstate 75 and the Virginia Avenue crossing as cars are pulled from and shoved into the plant*."

Norfolk Southern, Georgia Department of Transportation and the City of Hapeville cooperated in identifying solutions to the problem of the numerous crossings characterizing the City's spine. The Moreland-Altobelli Study recommends installation of a new railroad crossing equipped with gates that would be a southward extension of Dearborn Plaza. This new crossing was proposed in conjunction with closure of the South Street and Perkins Street railroad crossings as a means of eliminating train conflicts with vehicles.

Sec. 9.2.10 Passenger Rail

Hapeville is no stranger to commuter rail. The "Nancy Hanks" provided one of the fastest train runs in the country and ran from Atlanta to Savannah, traveling through Hapeville until operations ceased in 1893. The "Dummy" shuttled downtown workers between Hapeville and Atlanta, and likely boosted local commerce as commuters stopped off in Hapeville to pick up goods offered in this commercial center. A wonderful account of early transportation in Hapeville may be found in Chapter 4 of History of Hapeville, a local history of Hapeville sponsored by the Hapeville Historical Society and the Hapeville Centennial Committee.

Hapeville has had an interesting relationship with public transit, particularly rail transit. The once promised MARTA line through Hapeville and on to Clayton County never materialized. An alternate route on an alignment to the south, perhaps serving the Delta complex and the planned International Terminal at the east gateway to Hartsfield, has received little attention. The long-touted "commuter rail service" route travels through Hapeville, causing further interruptions at rail crossings; however, this relatively high speed, 50 to 79 miles per hour, passenger train will not stop in Hapeville.

The Moreland Altobelli study notes, "*The Macon Line commuter rail plan does not include a Hapeville commuter rail station. Stations near Hapeville are planned at East Point, Mountain View (Aviation Boulevard or Southern Crescent) and Forest Park. A Macon Line Hapeville commuter rail station was not included principally because it was assumed that Macon Line commuters would have access to Hapeville via connections at each end of a planned MARTA rail line between East Point and Interstate 75 in 2025*."

It is nearly inconceivable that a station that would serve downtown Hapeville and surrounding neighborhoods, Delta/Wachovia offices and Ford would be scrubbed in favor of station locations in far less densely populated locales. The further justification communicated by the Moreland-Altobelli study is that "*The three minutes additional travel time due to a Hapeville station stop may seem little, but it would measurably affect the attractiveness of the service to those commuting to downtown and midtown*."

Finally, the Moreland Altobeli study observes "*Optimal commuter rail station spacing is typically three to fifteen miles apart. A Hapeville commuter rail station was secondarily not considered because of the proximity of adjacent commuter rail stations and the additional travel time*."

Issues of equity and environmental justice demand reconsideration of this decision. Hapeville residents have funded MARTA through the 1 percent sales tax for more than 25 years, yet promised rail service is now stretched out another 20 years. Each stop along the route adds the same three minutes. In addition, public investment in MARTA rail will only impact Hapeville more in the future, as will commuter trains that will not serve the Hapeville residents and merchant they will impact. Finally, the planned MARTA rail service will not benefit Hapeville in the sense that centrally located stations in neighboring East Point and College Park do. This for a Hapeville working population that accesses public transportation at higher rates than elsewhere in Fulton County.

A rail station located as proposed cannot be considered a "Hapeville" MARTA station: "*The Regional Transportation Plan (RTP) includes a 2025 MARTA rail line between East Point to Interstate 75 that would feature a Hapeville MARTA rail station. The Macon Line plan assumed that the MARTA rail line would terminate at a station near the proposed Southern Crescent Transportation Services Center (SCTSC) that would be located at the intersection of Dixie Highway and Aviation Boulevard.*" Such a location can only be accessed by the Hapeville community by driving or MARTA bus service, and will deliver no greater public transit access than the East Point MARTA station delivers today.

Sec. 9.2.11 Enhancing Access to MARTA Rail

As the region's traffic congestion intensifies, the lack of rail public transit, the form preferred by most commuters, may negatively impact the community. Despite being within easy access to downtown Atlanta and other hub employment centers, Hapeville commuters must enter I-75 and I-85 northbound with commuters accessing these routes beginning in such distant centers as growing Henry County, Newnan and beyond.

One solution that could be important in the future is shuttle service, with connections to the East Point, College Park or Hartsfield MARTA station, or all three. MARTA entertained a pilot shuttle service a number of years ago; however, the City declined the opportunity. More recently, the Hartsfield Area Transportation Management Association has sought funding for a shuttle feasibility study. The extensive routing dictated by the wider membership of that organization has hampered success in obtaining financial support for such a study. HATMA is dedicated to improving access and air quality around the airport; Hapeville is a founding member.

An opportunity for Hapeville and the Tri-cities may be found in a comprehensive shuttle service. Such a service would combine the private shuttles operated by nearly every hotel in College Park, East Point and Hapeville. A leadership role by one of these cities could be grasped to champion such an economic service. Supported by area hotels; major employers; the three cities, including Atlanta; MARTA and local restaurants, a contract service could replace the numerous private shuttles and amplify MARTA rail and bus service. Downtown Hapeville and Virginia Avenue's future parking shortages could easily be addressed through the use of satellite parking lots and the shuttle service.

Sec. 9.2.12 Metropolitan Atlanta Rapid Transit Authority Bus Service

Public bus transportation is available throughout Hapeville. The East Point MARTA rail station is located nearby and connects Hapeville with the metro area. At one time, Hapeville was considered as a potential location for a MARTA rail station. This would have returned an important, historic function to downtown Hapeville, reminiscent of the "Dummy," an early commuter train. However, Clayton County's decision not to participate in MARTA, coupled with a decline in Hapeville's population, thwarted those plans.

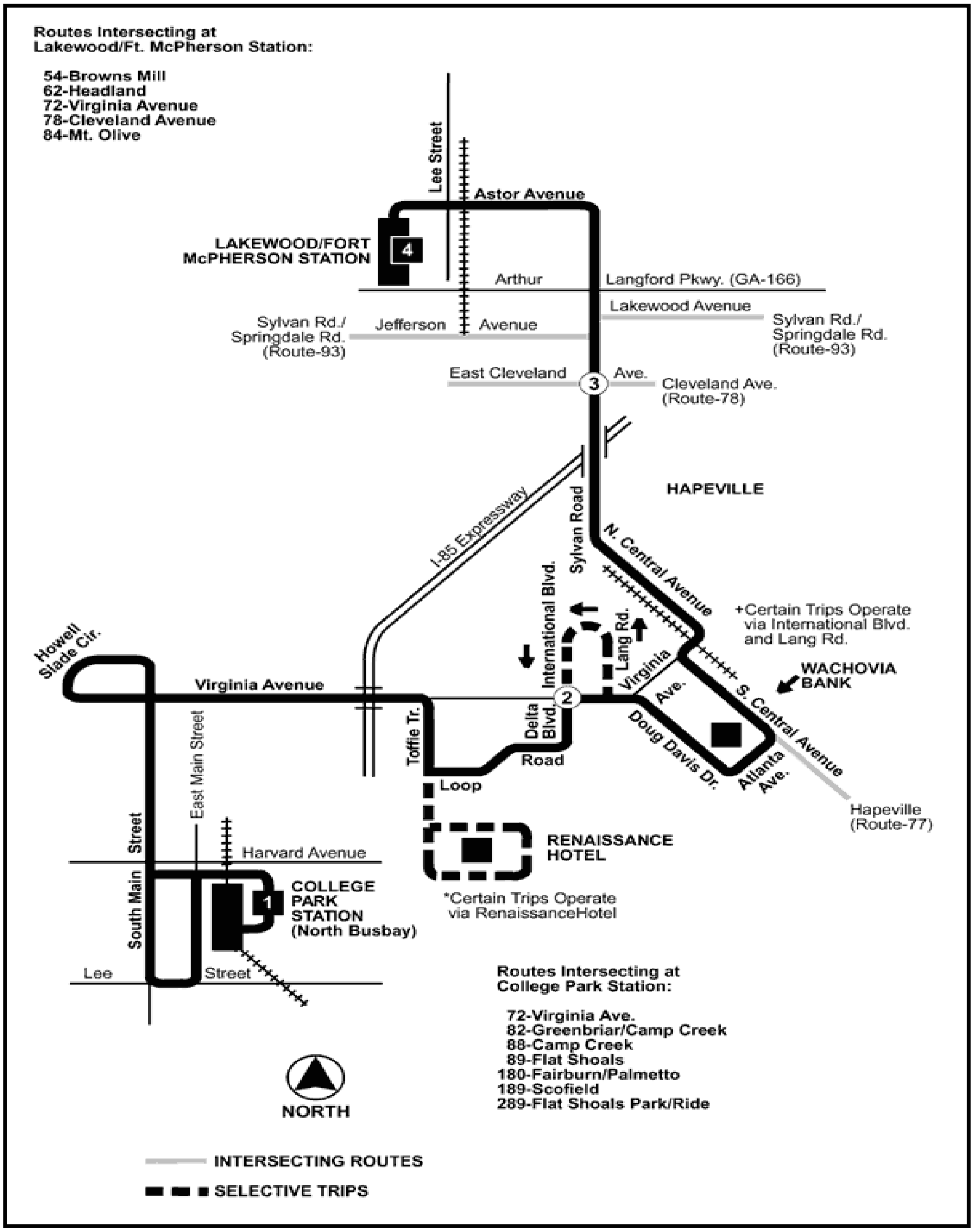
The Metropolitan Atlanta Rapid Transit Authority (MARTA) currently operates four bus routes that serve Hapeville. Bus routes #72, #95, #77, #93 and # 54 serve Hapeville's public transit needs; these routes are depicted below. Route 72 operates between the Lakewood/Fort McPherson and College Park Station via Sylvan Road, and North and South Central and Atlanta and Virginia Avenues, with short loops serving areas a couple of blocks on either side of Virginia Avenue. Route 95 operates between West End Station and Sunset Avenue via Dogwood Drive and King Arnold Street. Route 77 operates between the East Point Station and Tradeport via Willingham Drive and South Central Avenue.

Route 93 operates between the East Point and Oakland City Stations and has been extended into Hapeville. This route includes Dogwood Drive, Cofield Drive and Springdale Road and was extended to serve the Kroger supermarket located near the intersection of Cleveland Avenue and Metropolitan Parkway and apartment residents on Springdale Road, north of Hapeville. City residents strongly opposed the Route 93 extension as unwanted through traffic. The "cul-de-sac" at Springdale Road required an adjustment of Bus Route 93.

Route 54, a fifth route, operates between the Lakewood/Fort McPherson station and Tradeport. This route does not travel through Hapeville, but skirts the city at the Interstate 75-Central Avenue Interchange and thus serves easternmost Hapeville to some extent.

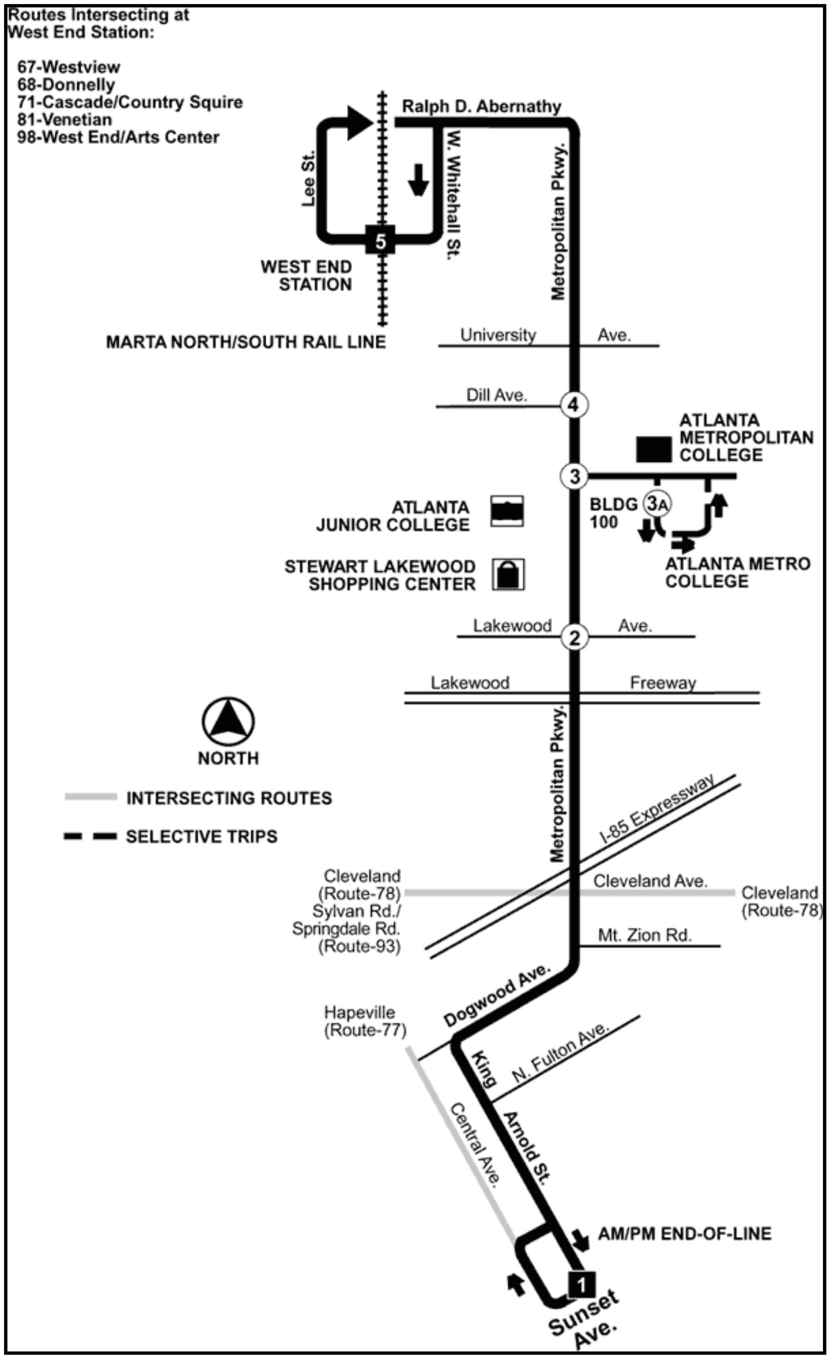
U. S. Census reported that 356 of 2,772 employees who were 16 years of age and older and residents of Hapeville traveled to work via public transportation in 2000. This ratio of 12.8 percent compares to only 9.32 percent of Fulton County residents.

Bus Route # 72

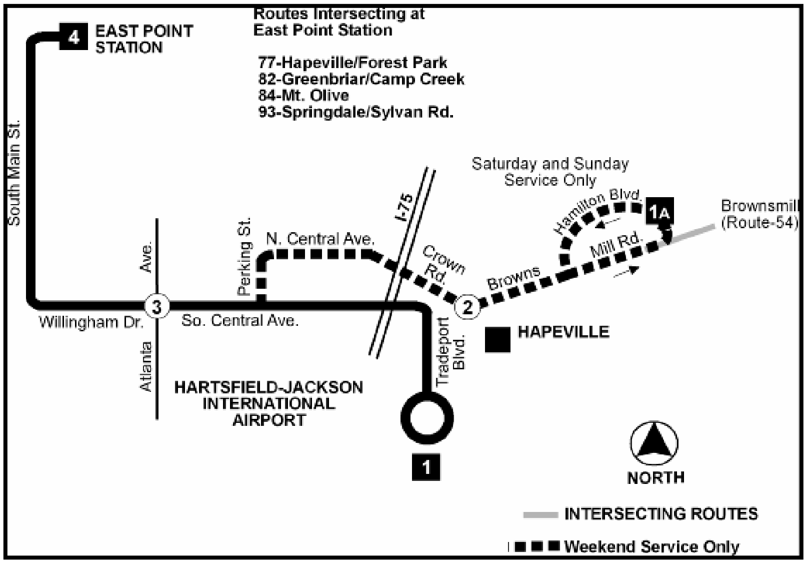


Routes Intersecting at Lakewood/Ft. McPherson Station:
54-Browns Mill
62-Headland
72-Virginia Avenue
78-Cleveland Avenue
84-Mt. Olive
Lee Street
Astor Avenue
LAKEWOOD/FORT McPHERSON STATION
4
Arthur
Langford Pkwy. (GA-166)
Lakewood Avenue
Sylvan Rd./ Springdale Rd. (Route-93)
Jefferson
Avenue
Sylvan Rd./ Springdale Rd. (Route-93)
East Cleveland
3
Ave.
Cleveland Ave. (Route-78)
HAPEVILLE
I-85 Expressway
Sylvan Road
N. Central Avenue
International Blvd.
Lang Rd.
+Certain Trips Operate via International Blvd. and Lang Rd.
WACHOVIA BANK
Howell Slade Cir.
Virginia Avenue
Virginia Ave.
2
S. Central Avenue
Toffie Tr.
Delta Blvd.
Doug Davis Dr.
Road
Loop
Atlanta Ave.
Hapeville (Route-77)
East Main Street
RENAISSANCE HOTEL
South Main Street
Harvard Avenue
COLLEGE PARK STATION (North Busbay)
1
*Certain Trips Operate via RenaissanceHotel
Lee
Street
Routes Intersecting at College Park Station:
72-Virginia Ave.
82-Greenbriar/Camp Creek
88-Camp Creek
89-Flat Shoals
180-Fairburn/Palmetto
189-Scofield
289-Flat Shoals Park/Ride
NORTH
INTERSECTING ROUTES
SELECTIVE TRIPS

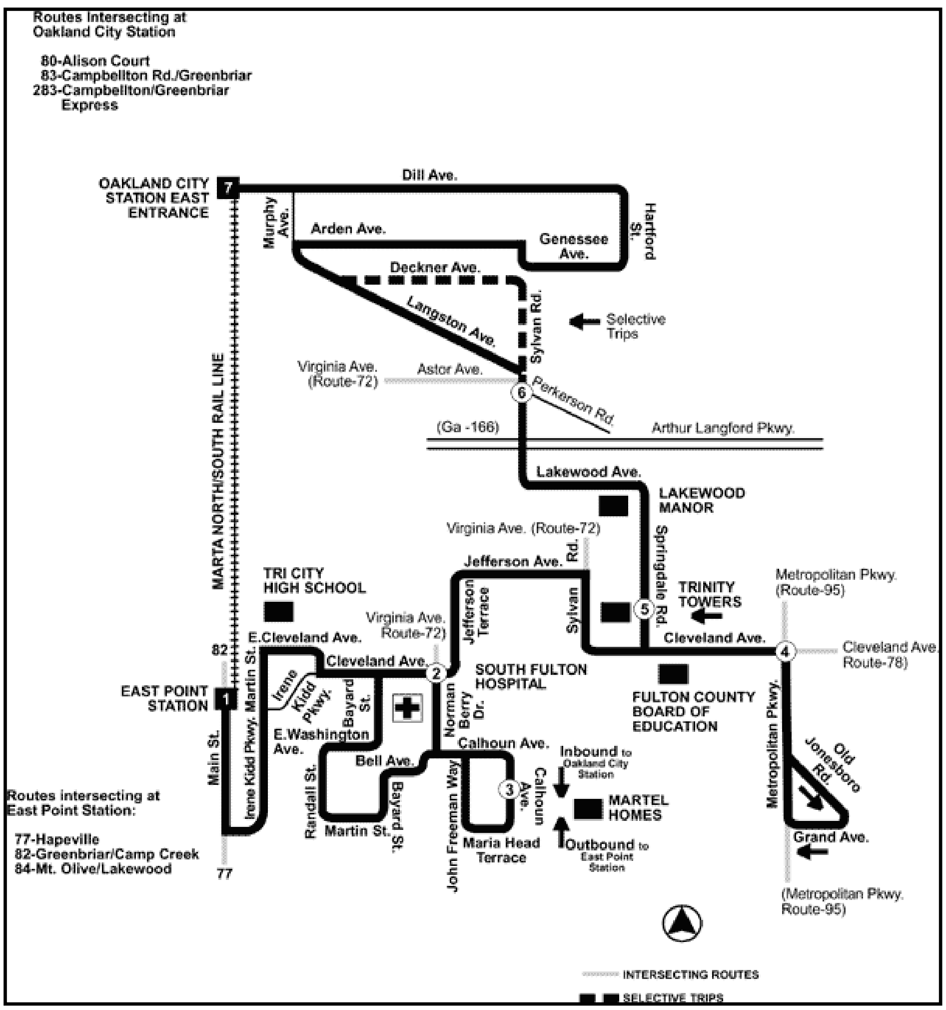
Bus Route # 95


Routes Intersecting at West End Station:
67-Westview
68-Donnelly
71-Cascade/Country Squire
81-Venetian
98-West End/Arts Center
Ralph D. Abernathy
Lee St.
W. Whitehall St.
Metropolitan Pkwy.
5
WEST END STATION
MARTA NORTH/SOUTH RAIL LINE
University
Ave.
Dill Ave.
4
ATLANTA METROPOLITAN COLLEGE
3
BLDG 100
3A
ATLANTA JUNIOR COLLEGE
ATLANTA METRO COLLEGE
STEWART LAKEWOOD SHOPPING CENTER
Lakewood
Ave.
2
Lakewood
Freeway
NORTH
INTERSECTING ROUTES
SELECTIVE TRIPS
I-85 Expressway
Cleveland (Route-78)
Sylvan Rd./ Springdale Rd. (Route-93)
Cleveland Ave.
Cleveland (Route-78)
Mt. Zion Rd.
Dogwood Ave.
Hapeville (Route-77)
N. Fulton Ave.
King
Arnold St.
Central Ave.
AM/PM END-OF-LINE
1
Sunset Ave.

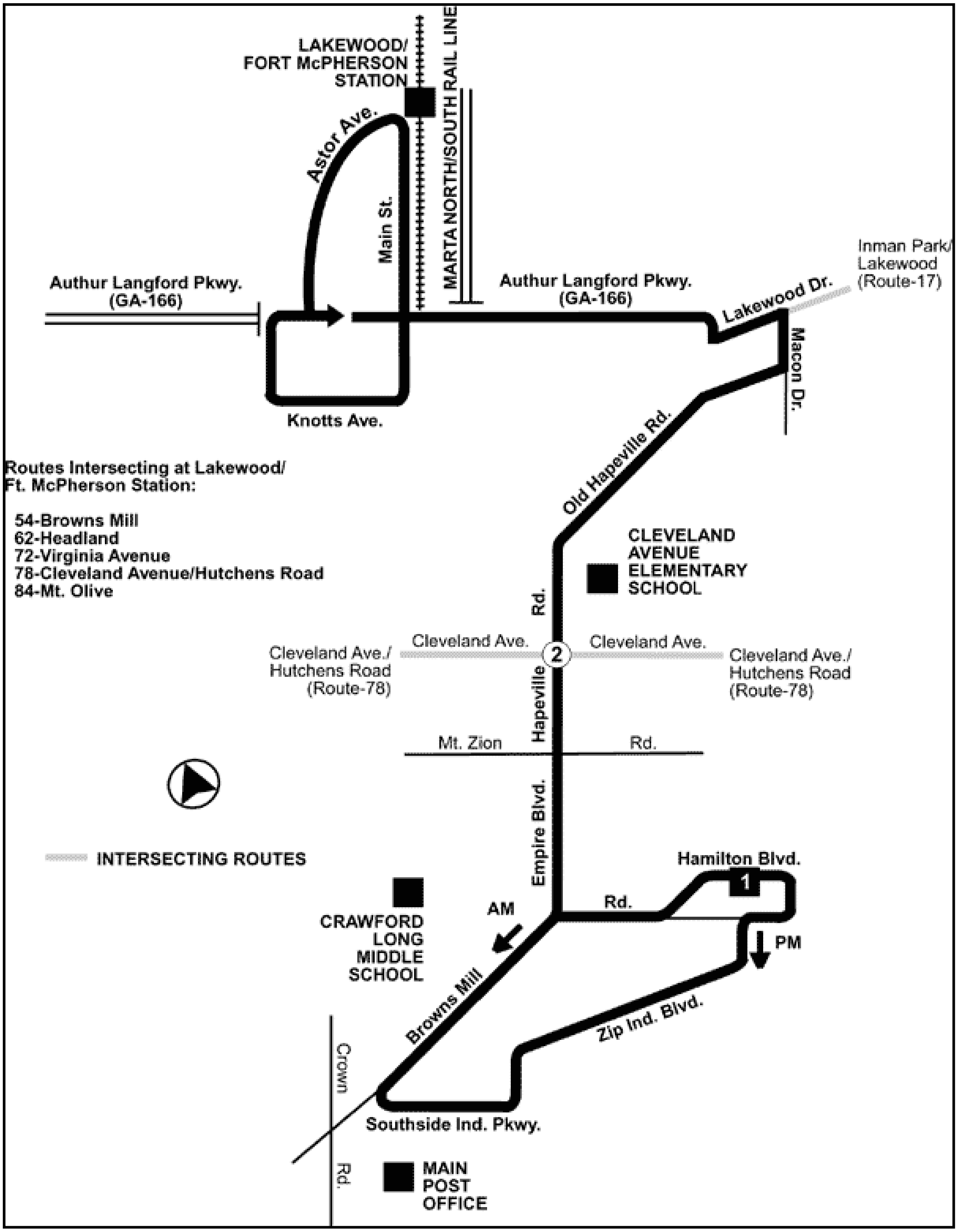
Bus Route # 77



Bus Route # 93



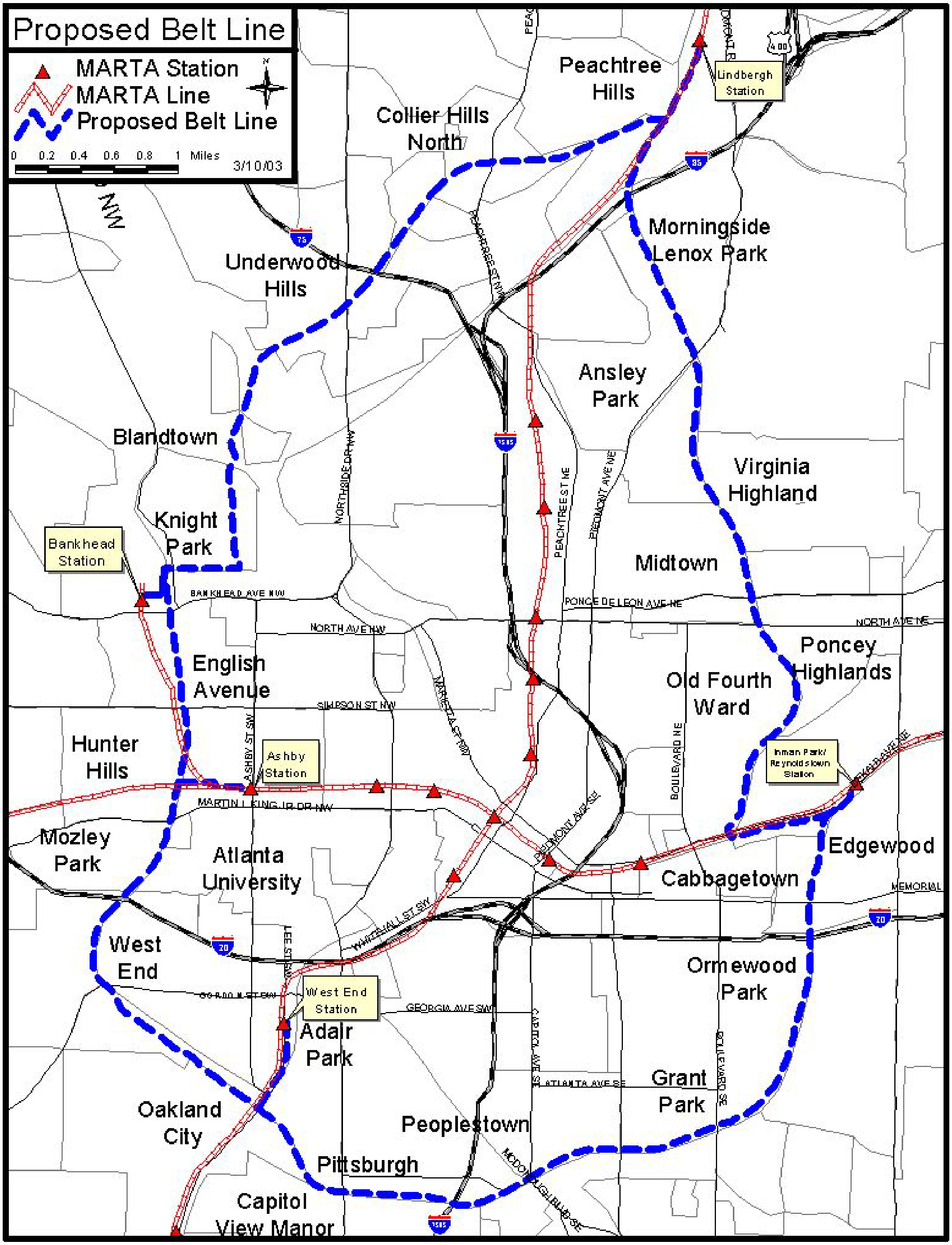
Bus Route # 54



LAKEWOOD/
FORT McPHERSON
STATION
MARTA NORTH/SOUTH RAIL LINE
Astor Ave.
Main St.
Authur Langford Pkwy.
(GA-166)
Authur Langford Pkwy.
(GA-166)
Inman Park/
Lakewood
(Route-17)
Lakewood Dr.
Macon Dr.
Knotts Ave.
Routes Intersecting at Lakewood/
Ft. McPherson Station:
54-Browns Mill
62-Headland
72-Virginia Avenue
78-Cleveland Avenue/Hutchens Road
84-Mt. Olive
Old Hapeville Rd.
CLEVELAND
AVENUE
ELEMENTARY
SCHOOL
Cleveland Ave.
Cleveland Ave.
Cleveland Ave./
Hutchens Road
(Route-78)
Cleveland Ave./
Hutchens Road
(Route-78)
Hapeville Rd.
2
Mt. Zion
Rd.
Empire Blvd.
INTERSECTING ROUTES
Hamilton Blvd.
1
Rd.
AM
PM
CRAWFORD
LONG
MIDDLE
SCHOOL
Browns Mill
Zip Ind. Blvd.
Crown
Rd.
Southside Ind. Pkwy.
MAIN
POST
OFFICE

Sec. 9.2.13 Atlanta Belt Line

The Atlanta Belt Line is a proposed 22-mile transit greenway circling downtown and midtown Atlanta. The Line would reuse existing railroad rights-of-way as a wide linear park with streetcars, bicycle and pedestrian paths and would link more than 40 neighborhoods, as well as schools, historic and cultural sites, shopping districts and public parks. The Atlanta Belt Line would organize adjacent, underutilized urban land for transit-oriented development, expand transit service within the urban core, and connect various segments of an emerging regional trail system. The Belt Line would also connect to MARTA at each of the four compass points, and to such destinations as Piedmont Hospital, Atlanta Botanical Gardens, City Hall East, Carter Center, King Center, Zoo Atlanta, West End and the King Plow Arts Center. This transit proposal would add much-needed greenspace to Atlanta, which currently has less park land per resident than any American city of comparable size. Finally, the Belt Line will capitalize on Atlanta's intown population growth, creating new activity centers for more than 100,000 new residents and improving quality of life for hundreds of thousands more. Hapeville residents could benefit from a transit connection to the Belt Line; the proposed Belt Line route is presented below:


Proposed Belt Line
MARTA Station
MARTA Line
Proposed Belt Line
0 0.2 0.4 0.6 0.8 1 Miles
3/10/03
Peachtree Hills
Lindbergh Station
Collier Hills North
Morningside Lenox Park
Underwood Hills
Ansley Park
Blandtown
Virginia Highland
Knight Park
Bankhead Station
Midtown
BANKHEAD AVE NW
PONCE DE LEON AVE NE
NORTH AVE NW
NORTH AVE NE
English Avenue
Poncey Highlands
Old Fourth Ward
SIMPSON ST NW
Hunter Hills
Ashby Station
Inman Park/ Reynoldstown Station
MARTIN L KING JR DR NW
Mozley Park
Atlanta University
Edgewood
Cabbagetown
MEMORIAL
West End
Ormewood Park
West End Station
GEORGIA AVE SW
Adair Park
Grant Park
ATLANTA AVE SE
Oakland City
Peoplestown
Pittsburgh
Capitol View Manor
NORTHSIDE DR NW
PEACHTREE ST NE
PIEDMONT AVE NE
BOULEVARD NE
ASHBY ST SW
LEE ST SW
WHITEHALL ST SW
MARIETTA ST NW
CAPITOL AVE SE
BOULEVARD SE
MCDONOUGH BLVD SE

Sec. 9.2.14 Private Market Transportation

This role is fulfilled primarily by operators of taxi and limousine services, important in a hospitality setting as well as a supplement to public transportation for households with no private vehicle. Hapeville can support this necessary mode by ensuring that regulations are not burdensome on these operators.

Sec. 9.2.15 Cyclists

Cycling is not prevalent in Hapeville and outside of bicycle racks in public parks, few private cyclist facilities are found. Street furniture in public right-of-ways should include bicycle racks. Private property owners should be encouraged to incorporate such furnishings into their projects through such incentives as reduced parking.

The Virginia Park Livable Centers Initiative implementation project includes bike lanes on Virginia Avenue. Other routes, including South Central Avenue, Willingham Drive and Dogwood Drive should be considered. An early Hapeville Plan identifies bike routes designed primarily for children accessing public recreation areas and neighborhood schools. These lane markings should be renewed and routes publicized.

While nearby East Point and College Park are the focus of cycling enthusiasts, Hapeville lacks an artery such as Roosevelt Highway that offers level terrain and connecting destinations. In addition, the lack of MARTA rail diminishes regional interest in Hapeville as a cyclist destination.

Sec. 9.2.16 Pedestrians

Hapeville is a compact, walkable community. Three major employers, Ford, Delta and Wachovia, are within easy walking distance of neighborhoods, particularly redeveloping "Virginia Park" and "College Square." The public sidewalk system is extensive and should be reinforced through the development and redevelopment permitting process. The design width of the City's Architectural Guidelines should be the City standard. An incidental problem in Hapeville's neighborhoods is Georgia Power utility poles. A substantial number of these impede travel on the sidewalk, particularly for disabled individuals. Strategies for eliminating this problem should be explored.

Sec. 9.2.17 Crossing the Rail Line

One pedestrian circulation objective of the City of Hapeville clearly conflicts with objectives of Norfolk Southern Railroad. The latter seeks to minimize the number of rail crossings, particularly pedestrian rail crossings. Bearing the authority of the National Traffic Safety Board, railroads across the nation have fended off attempts by local governments and downtown interests to lessen the impact of this transportation mode on very local movement. Hapeville has no accessible pedestrian crossing of the Norfolk Southern rail line. Public buildings, including the U.S. Post Office, and public facilities such as Jesse Lucas Y Teen Park are separated from the north side of Hapeville by the railroad.

Design initiatives have been pursued by the City in an attempt to remedy this impediment to walking and cycling in Hapeville, including a substantial investment in a pedestrian crossing at North Fulton Avenue found in the Hapeville Downtown Master Plan, prepared in 1999 by HOK Architects.

Other solutions that should be pursued in tandem with Georgia DOT and Norfolk Southern could range from (1) provision of sidewalks and bike lanes as part of any below grade crossing of the rail line, (2) an underground route for pedestrians and cyclists or (3) a well-defined crossing such as that proposed in the HOK plan. The Economic Development Department is assessing options for redesigning a pedestrian bridge built by the Railroad and now owned by the City. The redesign would enhance the attractiveness of the structure and promote pedestrian use. The current structure is not accessible to the disabled and is virtually unused.

Sec. 9.2.18 Hapeville's Compact Character Fosters Walking

Hapeville contains many venues that foster walking. Recreation facilities at Hoyt Center, historic Master Park, Cofield Park, and particularly Jesse Lucas Y Teen Park, which anchors the downtown and is the focus of community festivals, depend on pedestrian access. Parking is at a premium in the downtown. Pedestrian improvements not only enhance the attractiveness and function of downtown, they encourage shoppers and visitors. The downtown also includes destinations such as the Hapeville Post Office, the historic depot, historic Christ Church, a civic building and several places of worship.

Major employment centers offer a ready market for downtown shops and restaurants provided convenient pedestrian access is available. Delta's and Wachovia's campuses now comprise these centers and office and hospitality uses in the planned redevelopment of "College Square," the former Old First Ward, should augment pedestrian activity in downtown Hapeville. Retail and consumer offerings can be expected to expand and upgrade to capitalize on this growing, proximate market.

Sec. 9.2.19 Hapeville's LCI Studies Promote Pedestrian Improvements

The Virginia Park LCI Study focused on enhancements to the sidewalks system, both through routing recommendations and streetscape improvements, as well as creation of destinations such as public squares and greenspace. Recent greenspace acquisition has given the growing resident community places to walk to along new sidewalks. A mid-block pedestrian path could link the neighborhood to offices on the two-lane portion of Virginia Avenue and to restaurants and shops continuing to develop on Virginia Avenue.

The pending Dogwood Drive LCI Study is expected to foster pedestrian use through creation of mixed-use environments that will supplement resident markets generated by adjacent neighborhoods. The Study is also expected to introduce attractive streetscapes essential to fostering pedestrian travel. Pedestrian links to the adjacent neighborhoods will be critical to renewal of the commercial corridor.

Sec. 9.2.20 Private Development must Fund Pedestrian Improvements

Hapeville must ensure that sidewalks and other streetscape amenities are funded by all redevelopment projects. Pedestrian walks must be broad to invite use and should incorporate logical routes through private developments or mid-block access such as that described above. Project design review should include a focus on on-site pedestrian facilities and links to the public sidewalk and trail system.

Sec. 9.2.21 Public Facilities must Incorporate Paths and Trails

A walking path has enhanced the appeal of Jess Lucas Y Teen Park. Trails should be added to Master Park and Cofield Park, both of which could provide desirable walking options for surrounding residents.

Sec. 9.2.22 Pedestrian Lighting

Interstate ramps throughout Atlanta remain unlit despite lighting having been installed in an apparent dispute between City of Atlanta and the State of Georgia. This circumstance impacts pedestrian safety on Virginia Avenue, west of the Hilton Hotel. While this may be little known to local residents, the lighting deficiency has a huge impact on foot traffic, which is substantial between such facilities as the Hilton and Delta's campus and restaurant destinations to the west. As Virginia Park continues to redevelop, and the City implements the Virginia Park LCI recommended improvements, residents who have chosen this intown environment may increase pedestrian travel along this corridor. Improvements in pedestrian safety will encourage walking and reduce traffic congestion.

Sec. 9.2.23 Hapeville's Highway and Street Transportation System

Hapeville's transportation system is comprised primarily of two lane streets classified as collectors and local streets. One regional arterial serves Hapeville and offers access to nearby Atlanta and the former Mountain View area. Interstates 75 and 85 are adjacent to the city limits and provide superior access to the region. Hapeville's street network is classified below:

Sec. 9.2.24 Road System and Street Classification

The City of Hapeville contains a road network of Interstate, Regional and Primary Arterials, Collectors and Local Streets. Table T2 classifies each route serving Hapeville.

Sec. 9.2.25 Interstates

I-75 borders Hapeville on the east and is accessed at North Central Avenue. Additional interchanges are found immediately south of Hapeville from Airport Loop Road, and a short distance north of Hapeville at Cleveland Avenue. The City boasts two interchanges on I-85, one at Virginia Avenue and a second at Sylvan Road.

Sec. 9.2.26 Regional Arterials

U.S. 19/41, including Dogwood Drive, and the portion of North Central Avenue east of Dogwood, is a regional arterial as this route runs throughout Georgia and beyond.

Sec. 9.2.27 Primary Arterials

Hapeville's arterials include Perry Hudson Boulevard, Virginia Avenue, North Central Avenue and Dogwood Drive. Virginia Avenue is a four-lane road as is Perry Hudson Boulevard; the other roads are two-lane roads. No location in the city is further than one-half mile from one of these arterials.

Sec. 9.2.28 Collectors

Several collector streets link Hapeville's neighborhoods to arterials and the interstates. East-west routes include North Avenue and Willingham Drive, and Jonesboro Road and Northside Drive run north and south.

Sec. 9.2.29 Bridges

A number of bridges yield convenient access to Hapeville. Of course, the intersections with the interstate are grade separated, including the North Central Avenue and South Central Avenue bridges over I-75. Virginia Avenue, Willingham Drive, Sylvan Road and Colville Road each bridge I-85. No grade separation is available across the Norfolk Southern rail line, one of the most critical deficiencies in the transportation network of the city.

The Moreland-Altobelli Study recommends a cul-de-sac at Springdale Road. Presumably, this is intended to reduce "cut through" traffic traveling across the Colville Bridge into a Hapeville neighborhood. While a true cul-de-sac that would facilitate u-turns has not been built, the road has been closed as a "dead end" street at the city limits.

Sec. 9.2.30 Local Streets

Local streets form an efficient grid pattern throughout most of Hapeville, with minimal cul-de-sacs, although a curvilinear pattern is found in the Forest Hills Neighborhood. These streets are identified in Table T2.

Table T2. Hapeville Street Classification

Interstates			
I-75 and I-85			
Arterials			
North Central Avenue and Dogwood Drive			
Collectors			
Airport Loop Road, Colville Avenue, Henry Ford II Avenue, International Boulevard, King Arnold Street, North Avenue, North Fulton Avenue, Northside Drive, Oak Street, Old Jonesboro Road, South Central Avenue, Sylvan Road, Virginia Avenue and Willingham Drive			
Local Streets			
Argo Drive	Elm Street	Marina Street	Sims Street
Arnold Street	Estelle Street	Meadow Road	South Street
Atlanta Avenue	Fifth Street	Meadow Way	Spring Street
Baker Road	Forest Hills Drive	Moreland Way	Springdale Road
Barnett Drive	Forrest Avenue	Mount Zion Road	Springhaven Avenue
Barton Drive	Georgia Avenue	Myrtle Street	Stillwood Drive
Birch Street	Gordon Circle	North Avenue	Sunset Avenue
Campbell Circle	Grady Place	Northwoods Place	Union Avenue
Central Park Drive	Grove Circle	Oak Drive	Victoria Lane
Chestnut Street	Hamilton Avenue	Oakdale Road	Virginia Place
Claire Drive	Harding Avenue	Oakridge Avenue	Walnut Street
Clay Place	Hope Street	Orchard Street	Wheeler Street
Cofield Drive	Jackson Street	Perkins Street	Whitney Avenue
Coleman Street	Lake Avenue	Parkview Place	Woodland Drive
College Street	Lake Drive	Parkway Drive	Woodrow Avenue
Colorado Avenue	LaVista Court	Radar Drive	
Commerce Way	Lilly Street	Rainey Avenue	
Custer Street	Logan Place	Rose Terrace	
Dearborn Plaza	Long Avenue	Russell Street	
Dorsey Road	Magnolia Court	South Fulton Avenue	
Doug Davis Drive	Maple Street	Scout Street	
Elkins Street	Margaret Street	Sherman Road	

Sec. 9.2.31 Traffic and Lane Capacity

The road network has kept pace with the demands of the area. Funding to maintain streets is always a problem. Hapeville relies on the Local Assistance Repaving Program "LARP" and is developing a three-year plan to address paving concerns.

Hapeville does not anticipate any major improvements concerning new streets or widening of existing streets, with the exception of improvements noted in the Virginia Park LCI Study and the Moreland-Altobelli Study. Information substantiating this position is presented below:

Sec. 9.2.32 U.S. Route 19/41

Traffic along Dogwood Drive (U. S. 19/41) has been the topic of opposition to development models favored by Atlanta Regional Commission and a host of intown advocates. U. S. 19/41 was the primary north/south route for Hapeville, communities to the south and the nation long before the necessity of I-85 and I-75 was apparent. Certainly, Americans are driving more today with the vast expansions in affluence and car ownership. However, Hapeville's own population had approached 10,000 prior to completion of either interstate and businesses along Dogwood and North Central Avenue thrived based on local, commuter and tourist traffic. The capacity represented by this two-lane route of 20,000 vehicles per day compared to traffic volume reported in the 2004 Moreland-Altobelli Study of 5,663 vehicles per day indicates that Dogwood operates substantially below capacity. Rather than being an impediment to denser development and enhanced consumer services to flanking neighborhoods promised by mixed-use models, Dogwood Drive is a public investment to be more fully utilized.

Sec. 9.2.33 Virginia Avenue

Streetscape improvements proposed in the Virginia Park LCI Study are being designed and will be implemented. No capacity or signaling improvements are contemplated for this four-lane collector.

Sec. 9.2.34 North Central Avenue

Improvements such as new signals and addition of a turn lane noted in the Moreland-Altobelli Study will be programmed in the Short Term Work Program of this Plan. These are reprinted earlier in this Element and are more thoroughly described in that Study.

Sec. 9.2.35 Street Signs and Signalization

Many intersections within Hapeville are controlled by stop signs. A limited number of intersections are signalized. Signalization may be needed in the future as traffic volumes increase with the growth and development within the city. An inventory of these intersections is presented below:

Table 2 - Intersection Signalization

Intersection	Control
North Central Avenue at Sylvan Road	Signalized
South Central Avenue Sylvan Road	Unsignalized
North Central Avenue at Virginia Avenue	Unsignalized
South Central Avenue at Virginia Avenue	Signalized
North Central Avenue at Dogwood Drive	Unsignalized
South Central Avenue at Atlanta Avenue	Signalized
North Central Avenue at Sherman Road	Unsignalized
North Central Avenue at Sunset Avenue	Signalized
North Central Avenue at Lavista Drive	Unsignalized
North Central Avenue at Dearborn Plaza	Unsignalized
North Central Avenue at North Fulton Avenue	Signalized
North Central Avenue at North Whitney Avenue	Unsignalized
North Central Avenue at Myrtle Street	Unsignalized
Virginia Avenue at Doug Davis Drive	Signalized
Virginia Avenue at Elkins Street	Unsignalized
Virginia Avenue at Lang Avenue	Unsignalized
Virginia Avenue at International Boulevard	Signalized
Virginia Avenue at Norman Barry Drive	Unsignalized
Dogwood Drive at Lake Drive	Unsignalized
Dogwood Drive at North Central Avenue	Unsignalized
Dogwood Drive at King Arnold Street	Signalized
Dogwood Drive at North Avenue	Signalized
Dogwood Drive at Marina Street	Unsignalized
Dogwood Drive at Coleman Street	Unsignalized
Dogwood Drive at Oak Drive	Unsignalized
Dogwood Drive at Moreland Way	Unsignalized
Dogwood Drive at Cofield Drive	Unsignalized
Dogwood Drive at Mount Zion Road	Unsignalized
Metropolitan Parkway at Grand Avenue	Unsignalized

Metropolitan Parkway at Steve Drive	Unsignalized
Metropolitan Parkway at Jonesboro Road	Unsignalized
Metropolitan Parkway at Cleveland Avenue	Signalized
Jackson Street at North Avenue	Unsignalized
North Avenue at North Fulton Avenue	Unsignalized
North Avenue at Wheeler Street	Unsignalized
North Avenue at Russell Street	Unsignalized
North Avenue at Old Jonesboro Road	Unsignalized
North Avenue at Forest Hill Drive	Unsignalized
North Avenue at Myrtle Avenue	Unsignalized
North Avenue at Sims Street	Unsignalized
North Avenue at Oakdale Road	Unsignalized
North Avenue at Hope Street	Unsignalized
North Avenue at Stillwood Drive	Unsignalized
North Avenue at Springhaven Avenue	Unsignalized
Mount Zion Road at Old Jonesboro Road	Unsignalized
Mount Zion Road at Fifth Street	Unsignalized
Mount Zion Road at Waters Drive	Unsignalized
Mount Zion Road at Commerce Way	Unsignalized
Oak Drive at Walters Way	Unsignalized
Oak Drive at Latona Drive	Unsignalized
Oak Drive at Empire Boulevard	Signalized
Empire Boulevard at Ward Drive	Unsignalized

Sec. 9.2.36 Road Conditions

Hapeville's collector and local streets are maintained in good condition using Local Assistance Road Program funding. The Department of Community Services administers a resurfacing schedule. Georgia DOT maintains arterials such as U.S. 19/41. Fulton County and City of Atlanta, maintain Airport Loop Road and the City of Hapeville maintains Virginia Avenue.

Sec. 9.2.37 Bridges

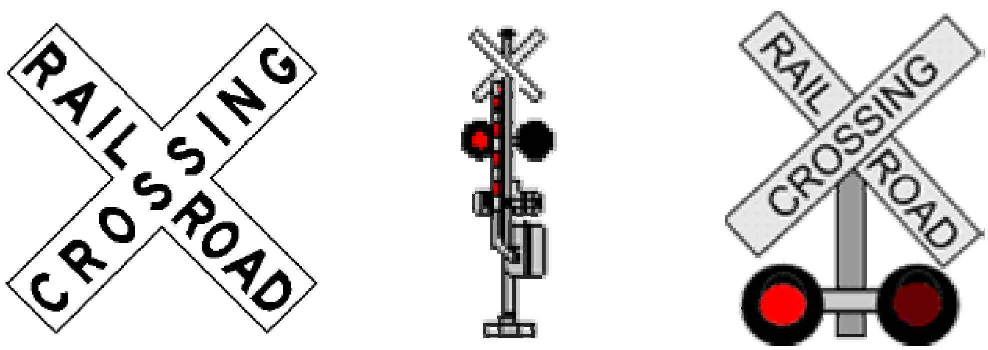
No bridges in Hapeville are actually controlled by the City. A need for repairs or capacity improvements to any bridges in Hapeville has not been identified.

A long-standing need in Hapeville has been a bridge across the railroad. However, both the cost and the impact of such a bridge on Hapeville's neighborhoods continues to preclude such construction. A tunnel under the railroad was considered at one time along an alignment with then Stewart Avenue. However, construction of Delta's World Span Headquarters effectively prohibits this action. Critical public safety provisions have been addressed by locating both a fire station and a police station on both sides of the railroad. Cost factors indicate that no bridge will be built in the foreseeable future.

Sec. 9.2.38 Railroad and Street Grade Crossings

All public street-rail grade crossings are marked with one or more warning devices, that is, advance warning signs, pavement markings, cross buck signs or flashing lights and gates. Gates, cross buck signs and flashing lights are used within the city of Hapeville. Hapeville has five at-grade crossings of the Norfolk Southern rail line along North Central Avenue and South Central Avenue both of which parallel the rail line. These grade crossings are spaced somewhat regularly to efficiently serve Hapeville's grid street pattern. The crossings are controlled by a railroad-crossing gate and cross bucks with flashing lights. The crossings are maintained in relatively good condition; however, a grade change between North Central and South Central Avenue as well as grade changes between the rail lines themselves renders vehicle crossing less than desirable. Figure 1 below depicts the three primary types of cross bucks.

Figure 1 - Cross buck Signs



Sec. 9.2.39 Traffic Safety

Low travel speeds and numerous intersections combine to yield relatively safe travel in Hapeville. As train speeds increase with the initiation of commuter rail service, the importance of pedestrian safety near the rail line will be heightened.

Sec. 9.2.40 Significant Parking Facilities

Aside from several large surface lots associated with businesses such as the Hilton Hotel, Delta Credit Union, Virginia Crossing, the Ford Plant and Delta and Wachovia offices, few significant parking facilities are found in Hapeville. The commercial corridor along North Central Avenue contains suburban-styled development with expansive parking at the right-of-way. A large parking lot is also found to the rear of businesses fronting South Central Avenue. This lot has the largest capacity of any in the downtown. The lots along North Central Avenue are greatly underutilized and more intense commercial or mixed use redevelopment proposed could eliminate large expanses of pavement. The South Central Avenue lot represents a substantial opportunity, through public or private ownership, to address what may become a parking shortage as downtown business and resident population expands.

Sec. 9.2.41 Port City and Port Facilities

Hapeville is not a port city and port facilities do not comprise any portion of the transportation system.

Sec. 9.2.42 Strategies for Improving Air Quality

Fulton County, and the cities within Fulton, lies 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 City of Hapeville Comprehensive 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 SIP 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. Attainment was reached in June 2005 however the Governor acknowledged that that standards have changed since the air quality standards were first initiated.

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

Sec. 9.3.0 ASSESSMENT

The City of Hapeville commissioned a comprehensive study of key pinch points in the local transportation system performed by Moreland-Altobelli. This study presented recommendations for extensive improvements in traffic flow surrounding the Norfolk Southern rail. The City also prepared the Virginia Park LCI Study which recommended a series of transportation improvements designed to enhance vehicular and pedestrian movement in this revitalizing neighborhood.

The recommendations of these studies have been incorporated into the 2005-2010 Short Term Work Program and form the essential transportation improvements anticipated by Hapeville public officials.

Other critical aspects of the transportation system in Hapeville include the impact of planned commuter rail and rail freight traffic impacts on local vehicular traffic. These aspects represent future challenges to the safe and convenient movement of motorists, pedestrians and cyclists through the downtown.

Hapeville's population is more dependent on public transit than other residents of Fulton County for the commute to work. The City is a founding member of the Hartsfield Area Transportation Management Association. This entity and regional transit agencies, including MARTA, GRTA AND GDOT, must spearhead enhanced local and regional access for Hapeville residents and workers. As the metropolitan area becomes more congested, the lack of convenience access to either commuter or regional rail service may adversely impact Hapeville residents.

Sec. 9.3.0 HAPEVILLE GOALS AND OBJECTIVES

Goal: Achieve a transportation system that maximizes the efficiency of all transportation modes, enhances connectivity and ensures compliance with the Federal Clean Air Act.

Objective: Implement programs and projects designed to maintain Hapeville's transportation network, accommodate projected development and enhance vehicular and pedestrian circulation.

Objective: Maximize mobility for all Hapeville residents.

Strategy: Implement the recommendations of the Moreland-Altobelli "Highway Traffic Study," the Virginia Park LCI transportation improvements and the Dogwood Drive LCI Study, as appropriate.

Strategy: Pursue compliance with the Federal Clean Air Act through the following measures:

1. Encourage transportation demand management.
2. Continue to build the sidewalk system, particularly as redevelopment proceeds. Hapeville sidewalk improvements are made utilizing Special Purpose Local Option Sales Tax (SPLOST) funding. The City's Architectural Design Guidelines mandate that all new development provide sidewalks.
3. Investigate and advocate for a shuttle service.
4. Advocate for an alignment of MARTA rail to the south that will serve the Virginia Park neighborhood and Delta and not unduly disrupt the downtown.
5. Continue to promote mixed-use development that will concentrate housing near Hapeville's substantial employment centers.

6. Become more active in HATMA, supporting that agency's programs for enhanced access such as car-pooling.
7. Consider reduced parking standards in zoning administration that acknowledge the role of hotel shuttles in Hapeville's transportation system.
8. Street furniture in public right-of-ways should include bicycle racks. Private property owners should be encouraged to incorporate such furnishings into their projects through such incentives as reduced parking.
9. Other routes, including South Central Avenue, Willingham Drive and Dogwood Drive should be considered for bike lanes. An early Hapeville Plan identifies bike routes designed primarily for children accessing public recreation areas and neighborhood schools. These lane markings should be renewed and routes publicized.

Strategy: Closely review the plans of MARTA and GRPTA concerning future rail service, and advocate for desired change.

Strategy: Incorporate facilities that encourage transit use and cycling into the development review process aimed at private funding of such improvements.

Strategy: Establish public parking lots in the downtown at locations that will encourage walking and not detract from the pedestrian character.

Strategy: An incidental problem in Hapeville's neighborhoods is the location of Georgia Power utility poles. A substantial number of these impede travel on the sidewalk, particularly for disabled individuals. Strategies for eliminating this problem should be explored.

INTERGOVERNMENTAL COORDINATION

Sec. 8.1.0 INTRODUCTION

Georgia Department of Community Affairs encourages greater coordination 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 land use and infrastructure and services provision are primarily local decisions, and these decisions can impact neighboring jurisdictions, formal mechanisms should be established to provide for intergovernmental coordination among local governments.

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

A second coordination mechanism is established in House Bill 489, known as the Services Delivery Strategy. Local government enters into formal agreements for the purpose of ensuring dependable services to properties within their jurisdiction. Economic provision of public services can involve an array of cooperating governments and agencies charged with providing water supply, sanitary sewer service, waste collection, educational services, public safety, transportation among other essential services. Just as private industry "farms out" certain functions, government contracts with various agencies for certain public services. Intergovernmental Agreements are the instrument formalizing these service delivery arrangements and form the foundation of Intergovernmental Coordination.

A third coordination mechanism is formalized in Georgia's Growth Strategies program. This mechanism is referred to as the DRI process, a regional review of Developments of Regional Impact, DRI review. The review focuses on large developments that have the potential to impact jurisdictions beyond the borders of the locality experiencing such development. The review process is administered by the RDC, which issues a finding as to whether the proposed development is in the "best interest of the state." The Georgia Regional Transportation Authority also participates in the DRI process and assesses the impacts of proposed development on the transportation network. GRTA recommends appropriate improvements and coordinates the implementation aspects of these public investments.

Sec. 8.2.0 INVENTORY AND ASSESSMENT

The Intergovernmental Coordination Element is an inventory of the mechanisms and processes employed by the City of Hapeville in facilitating intergovernmental coordination. This Element assesses the appropriateness of these mechanisms to serve the needs of the Hapeville 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 Hapeville, these government agencies are City of Atlanta, City of East Point, City of College Park, Clayton County, Fulton County, Fulton County Sheriff's Department, Fulton County Board of Education, Fulton County Development Authority, Fulton County Housing Authority and Hapeville Development Authority.

The Intergovernmental Agreement is attached and is the ultimate source of information concerning the relationships among these agencies. A summary of each service relationship is presented below:

Sec. 8.2.1 City of Atlanta

The City of Atlanta provides water supply and sanitary sewer treatment capacity to Hapeville. The contractual relationships are described in the Community Facilities and Services Element. Hapeville has entered into a mutual aid agreement with the City of Atlanta Department of Aviation for fire protection services.

The City of Hapeville participates in land use workshops hosted by the Department of Aviation, and closely coordinates land use planning in noise impacted areas, seeking guidance from the DOA in mitigation of noise impacts.

Sec. 8.2.2 City of East Point

The City of East Point also provides water supply to the City of Hapeville; however, the water main connected to the Hapeville system is to be utilized during emergencies, only. Hapeville has also entered into a mutual aid agreement with the City of East Point for fire protection services.

East Point, College Park and Hapeville are members of the Tri-City Drug Task Force, a joint enforcement arm of the respective Police Departments.

Sec. 8.2.3 City of College Park

Hapeville has also entered into a mutual aid agreement with the City of East Point for fire protection services. East Point, College Park and Hapeville are members of the Tri-City Drug Task Force, a joint enforcement arm of the respective Police Departments.

Sec. 8.2.4 Fulton County Department of Environment and Community Development

The Department of Environment and Community Development promotes the County's vision, mission and goals by planning and promoting the orderly growth and development of the county; creating a favorable environment for business; providing a healthy and appealing environment for residents; and encouraging the most effective, efficient and equitable uses of the County's human and fiscal resources. The Department is responsible for providing the following services:

- Comprehensive land use planning and environmental planning for the county;

- Community development and housing programs and services that target low- and moderate-income county residents;
- Zoning and permitting services;
- Development review;
- The highest environmental standards for our air, water, and ground;
- Support services, including the county Geographic Information System (GIS), to the public and other county departments; and
- Enforcement of the building, zoning, development and environmental codes.

The Department performs such essential functions as administration of the Community Development Block Grant program. This is an important service as this enables Hapeville to participate as an "Entitlement " community with a guaranteed annual allocation of federal funds. The CDBG program addresses slum and blight, emergency needs and projects that principally benefit low and moderate-income individuals. Public improvements such as water mains, sanitary sewer services, sidewalks and park improvements may be funded through this program.

The County also provides technical assistance to small businesses, including a business incubator operated by the County. The Department made CDBG funds available as seed capital for establishment of the downtown business loan program.

Sec. 8.2.5 Fulton County Health Department

The Fulton County Health Department promotes, protects and assures the health and wellness of the population of Fulton County. The Department provides residents with vital records, dental services, health insurance programs for low-income citizens, immunizations, women's health programs, smoking prevention and cessation programs and asthma programs. Fulton County Health Department also has programs to address communicable diseases, sexually transmitted diseases and environmental problems. The Health Department also performs inspections services for restaurants, septic tanks, swimming pools, and hotel and motel inspections. The Department staffs a satellite location at 3444 Claire Drive in Hapeville; this facility is also in Master Park.

Sec. 8.2.6 Fulton County Library System

Fulton County maintains the Hapeville Branch Library, which is also located on King Arnold Street, in Master Park. The Library meets the educational and cultural needs of residents and links them to the Central Library in downtown Atlanta. A total of 33,054 volumes are available to the public at the Hapeville Branch.

Sec. 8.2.7 Fulton County Human Services Department

The mission statement of the Department is "Facilitating government, people, families and neighborhoods working together to build strong resilient communities while shaping human potential and providing a continuum of services responsive to the broad spectrum of human needs." The Fulton County Human Services Department provides oversight and direction to the County's Human Services Delivery System. This delivery system is comprised of partnerships with various community stakeholders that include nonprofit service providers, private sector, governments, volunteers and citizen advocates. In addition, the Department administers direct services and programs in an effort to fill in service gaps within the delivery system. The Human Services Department fulfills this role through the operation of six program offices:

- Office of Aging
- Office of Children & Youth

- Office of Disability Affairs
- Office of Emergency & Transitional Housing
- Office of Planning & Community Partnerships
- Office of Workforce Development

The Hapeville Seniors Center is a state-of -the-art facility designed, built and maintained by The Department's Office of Aging. The Center is also located on King Arnold Street, in Master Park. These three County facilities form a public services complex in the Park.

Sec. 8.2.8 Fulton County Board of Education

Hapeville students attend Hapeville Elementary School operated by the Fulton County Board of Education. Tri-Cities High School serves Hapeville and is located in nearby East Point. The Board of Education's mission is to provide public education to students within its jurisdiction; no intergovernmental agreement is necessary.

The Georgia Board of Education and the State Superintendent of Schools provides the statewide leadership necessary to ensure appropriate opportunities for each public school student.

Sec. 8.2.9 Fulton County Arts Council

In 1979, the Fulton County Board of Commissioners created the Fulton County Arts Council to enhance the quality of life of its constituents. As the mechanism through which the County funds cultural programs and services offered by nonprofit arts organizations, the Fulton County Arts Council is both partner and catalyst in developing new arts opportunities in Fulton County.

FCAC also supports programs, which ensure broad access to the arts in the county's ten municipalities and unincorporated areas, in schools, seniors' centers, summer camps and neighborhood locations. The 15-member Council is appointed by the Board of Commissioners and advises the Board on arts and cultural related policy. A staff of approximately 20 employees oversees the administrative responsibilities of the local arts agency and its seven programs, including "Art-at-Work" youth job training, Community Cultural Planning, Contracts for Services, the Neighborhood Program, a Public Art Program, the School Arts Program and Arts Camps.

FCAC operates five art centers that provide citizens from North to South Fulton with the opportunity to participate in arts classes and workshops in a variety of art forms. These centers are Abernathy Art Center (Sandy Springs), South Fulton Art Center (College Park), West End Performing Art Center (near Atlanta University Center), Warsaw/Ocee Community Art Center (North Fulton), and Southwest Fulton Arts Center (off Cascade Road). The city of Hapeville has received over $95,000 in FCAC funding over the past 10 years.

Sec. 8.2.10 Fulton County Department of Family and Children Services

The Fulton County Department of Family and Children Services is an agency of the Georgia Department of Human Resources. The mission of DHR is, in partnership with others, to effectively deliver compassionate, innovative and accountable services to individuals, families and communities. Fulton DFCS is responsible for administration and management of the County's public welfare program. The County Manager, a board appointed by the Fulton County Commission and approximately 1,300 staffers implement a wide range of responsibilities that deliver financial assistance and social services to thousands of Fulton County residents. These services are available at more than a dozen facilities located throughout the county, including five neighborhood service centers.

The nearest offices to the City of Hapeville are the South Fulton Service Center at 5710 Stonewall Tell Road and the Southwest Service Center at 515 Fairburn Road, some 11 and 15 miles, respectively, from the city.

Sec. 8.2.11 Development Authority of Fulton County

The Authority can partner with the Hapeville Development Authority in offering bond financing of private developments, infrastructure bonds for public improvements. The County can also offer enterprise zone designations and tax allocation districts to Hapeville in support of redevelopment programs.

Sec. 8.2.12 Coordination with State Agencies

Georgia Department of Community Affairs planning standards also mandate that Hapeville inventory state programs impacting the comprehensive plan. This inventory identifies agreements, policies and initiatives that may affect Hapeville'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.

Sec. 8.2.13 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. Hapeville has not executed an agreement concerning annexation.

Sec. 8.2.14 Governor's Greenspace Program

Fulton County and Hapeville have adopted a Community Greenspace Plan. The City has acquired land utilizing state funds administered by the County. The County also provides coordination assistance to Hapeville, helping the City comply with the mandates of the Program. Hapeville will continue preservation of greenspace through a variety of means, including developer recordation of deed restrictions.

Sec. 8.2.15 Coordination with other Entities

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

Sec. 8.2.16 Fulton County Sheriff's Department

The Sheriff's Office coordinates with local enforcement officials in executing his duties. The Sheriff executes and returns processes and orders of the Courts and of Officers of competent authority. The Sheriff has a duty to attend, by himself or his deputy, upon all sessions of the Superior Court of the County and sessions of the probate court whenever required by the judge thereof and, while the courts are in session, never to leave the court absent his presence or his deputy, or both, if required. The Sheriff is also responsible for attending polling places on election day, from the opening to the closing of the polls, and taking under his charge all subordinate officers present, as police to preserve order. The Sheriff is to publish sales, citations, and other proceedings as required by law and to maintain a file of all newspapers in which his official advertisements appear, in the manner required of Clerks of the Superior Courts. The Sheriff must keep an execution docket wherein he must enter a full description of all executions delivered to him and the dates of their delivery, together with all his actions thereon, and have them ready for use in any court of his county.

He must also maintain a record of all sales made by process of court or by agreement of the parties under sanction of the court, describing accurately the property and process under which these were sold, the date of the levy and sale, the purchaser and price. The Fulton County Sheriff may exercise the same duties, powers, and arrest authority within municipalities that such officer exercises in unincorporated Fulton.

Sec. 8.2.17 Fulton County Tax Commissioner

The Fulton County Tax Commissioner is responsible for the billing and collection of real and personal taxes for the City of Atlanta and Fulton County. The Tax Commissioner also administers business and alcohol licenses to ensure compliance with state and county regulations and ordinances. The Tax Commissioner manages the registration and titling of cars, trucks, trailers, motorcycles, mobile and motor homes and any other motorized vehicles using Georgia's highway system.

The Fulton County Tax Commissioner performs property assessments, maintains records of the city tax digest and is responsible for collection of property taxes for Fulton County government, school boards, the State of Georgia, and the cities of Atlanta, East Point, and Mountain Park in compliance with the taxation laws of the State. The Tax Commissioner is also responsible for collecting motor vehicle ad valorem taxes, tag and title fees and transfer fees in Fulton County. The Business Occupational Tax Division issues business occupational tax certificates and alcoholic beverage licenses for unincorporated Fulton County only.

Sec. 8.2.18 Fulton County Registration and Elections Department

The mission of the Fulton County Department of Registration & Elections is to ensure that the registration and elections process is provided to all eligible citizens in accordance with applicable laws and rules in the most efficient, effective, and timely manner for Fulton County and the cities of Alpharetta, Atlanta, East Point, Fairburn, Hapeville, Mountain Park, Roswell and Union City. The goals of the Department include the following:

- Provide sufficient staffing
- Provide adequate training and adequate procedures
- Provide adequate facilities
- Insure adequate performance and process records
- Compensate elections workers in a timely manner
- Provide economical voter education
- Improve the registration and elections process
- Provide voter information

Sec. 8.2.19 Georgia Power Company

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

Georgia Power is also a development partner lending recruitment and promotional support to the Hapeville Development Authority.

Sec. 8.2.20 Adequacy of Intergovernmental Coordination

According to Minimum Planning Standards, Hapeville must consider the utility and function of agreements and coordination mechanisms and devise approaches for resolving any problems. Potential problem areas are described below:

City of Atlanta

The negative impact of Atlanta's "Metropolitan Parkway" corridor on property values in Hapeville and the ability of the City to foster neighborhood revitalization cannot be overstated. The condition of the public right-of-way and the character of businesses permitted along this route combine to produce one of the worst inter-jurisdictional transitions in the region. Stewart Avenue has been renamed "Dogwood Drive" in Hapeville's portion of this commercial corridor to disassociate the neighborhood from the well-known reputation of Stewart Avenue. Dogwood Drive is a primary gateway to Hapeville and a corridor comprised of well-kept single family homes adjoining commercial dilapidation in Atlanta.

Solutions to this problem are available through aggressive code enforcement and streetscape improvements. This challenging problem will require better coordination and cooperation between the two governments.

East Point

Land uses in neighboring East Point at the Hapeville limits are industrial uses, a number of which are reuses of former manufacturing sites as recycling and scrap metal businesses. Contrasting with that is the main thoroughfare in Hapeville comprising the "Main Street" which is the focus of revitalization. Truck traffic through Hapeville tends to generate a number of problems as heavy trucks travel through a downtown that aspires to be a walkable destination. Solutions to this growing problem have yet to be explored.

Sec. 8.2.21 Enhanced Coordination Opportunities

Hapeville is experiencing a rebirth of the community. Water and sewer service allocations appear adequate; however, closer coordination among East Point, Atlanta and Hapeville would benefit each agency. For example, Atlanta has plans for installing a 36-inch water main down the Dogwood Drive to serve growth at the airport. The possibility of system flow improvements could be realized through better communication at all levels.

Recent coordination efforts among the Hapeville, Fulton County School Board and Fulton County Commission has borne fruit in establishment of the Hapeville Middle School, a charter school. Many Hapeville residents believe that closure of Hapeville High School contributed to the community's decline that began with regional transportation improvements. Communities are built around their schools and this sentiment is not unfounded. As seen in the Population Element, the Hapeville community is one of growing families and household size. The Board of Education is encouraged to reach out to elected officials and community associations being formed to improve the relationship between the community and the Board. Improvements in the educational system would strengthen the community and could boost enrollment in local public schools.

Similar coordination with the School Board concerning future use of the North Avenue Teaching museum could be as productive. City residents are demonstrating a renewed commitment to local events. Agencies such as the School Board should improve communications with the Hapeville community. The Board's website would be an excellent avenue for such communication.

The Department of Community Affairs standards require that coordination with the following agencies be considered:

Sec. 8.2.22 Coastal Management

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

Sec. 8.2.23 Appalachian Regional Commission

Fulton County is not encompassed within the geography of the 37 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 Hapeville.

Sec. 8.2.24 Water Planning Districts

The Metropolitan North Georgia Water Planning District and Coastal Georgia Groundwater Planning/Management Districts are examples of state initiatives focused on maintaining a reliable water supply and water quality to the regions served by these state initiatives. Local governments, through their land use, economic development and environmental management practices, also play an important role in achieving these goals. Recent adoption of the State's model storm water and stream buffer protection ordinances, and site plan review procedures and rigorous site inspections, will protect state waters and ensure consistency of this comprehensive plan and Hapeville public policy with the water planning district policies and goals.

Sec. 8.3.0 INTERGOVERNMENTAL COORDINATION ASSESSMENT

Sec. 8.3.1 Assessment

City of Hapeville considers the existing agreements and understandings that form the system of public service provision and regulations to be adequate. For example, Hapeville, Fulton County and all Fulton County municipalities, including City of Atlanta, have executed an "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.

No amendments to this Agreement or contractual arrangements are contemplated other than a desire to closely evaluate future water supply provisions. Progress in mitigating impacts of adjoining land use can be realized through improved communications at the respective Department level, with recommendations forwarded to the Hapeville, East Point and Atlanta City Councils.

Sec. 8.4.0 GOALS AND OBJECTIVES

Sec. 8.4.1 Goals and Objectives

Goal: Position Hapeville as a center of high quality public infrastructure, facilities and services with a reputation for fostering quality growth and enhanced neighborhood living standards in a cost effective manner.

Objective A: Ensure that public services, facilities and infrastructure are commensurate with future demand.

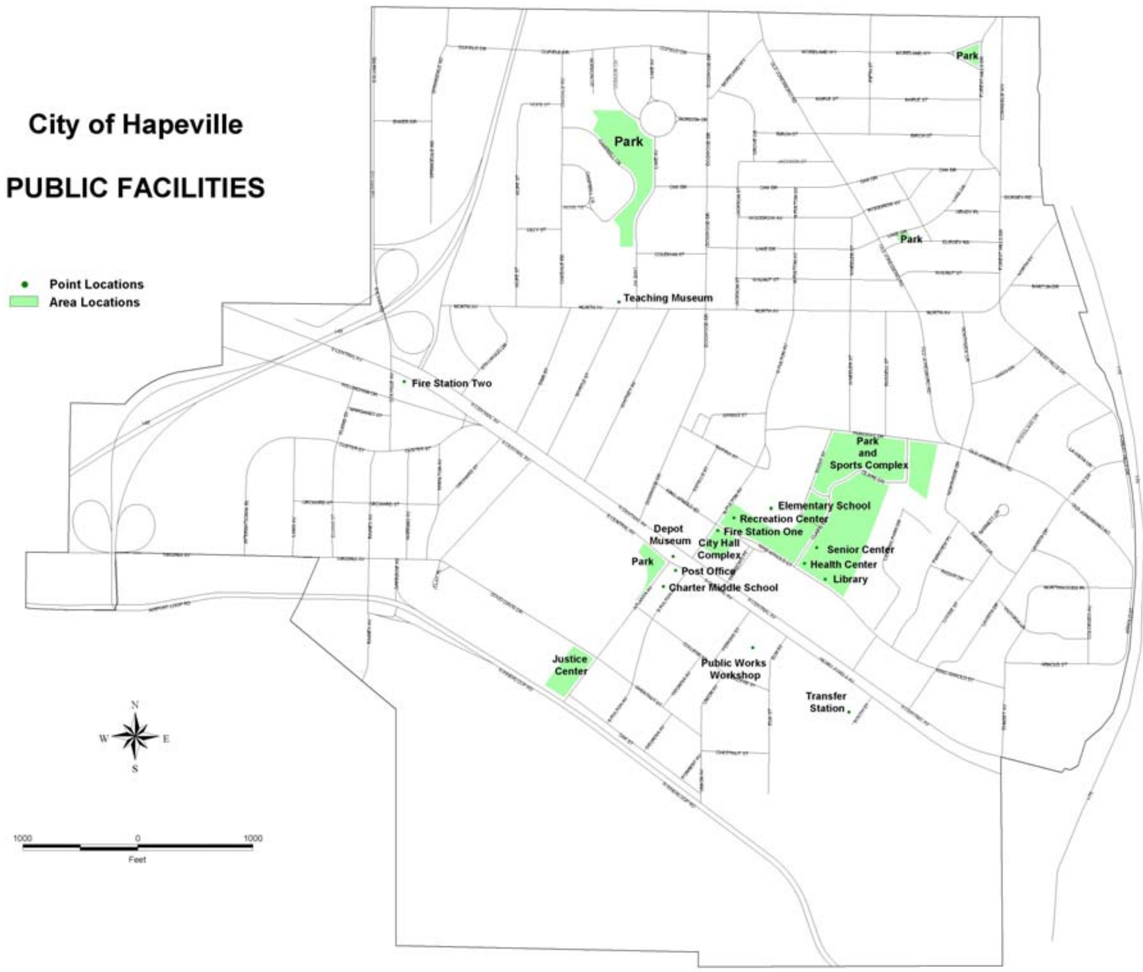
Strategy A: Reinforce the intergovernmental agreements and relationships now in place to provide a high level of services and accommodate projected growth; utilize such forums as the South Fulton Municipal Association to facilitate achievement of identified goals and objectives.

Strategy B: Instruct Department Directors to formulate strategies for pursuing intergovernmental coordination which include measurable objectives and milestones.

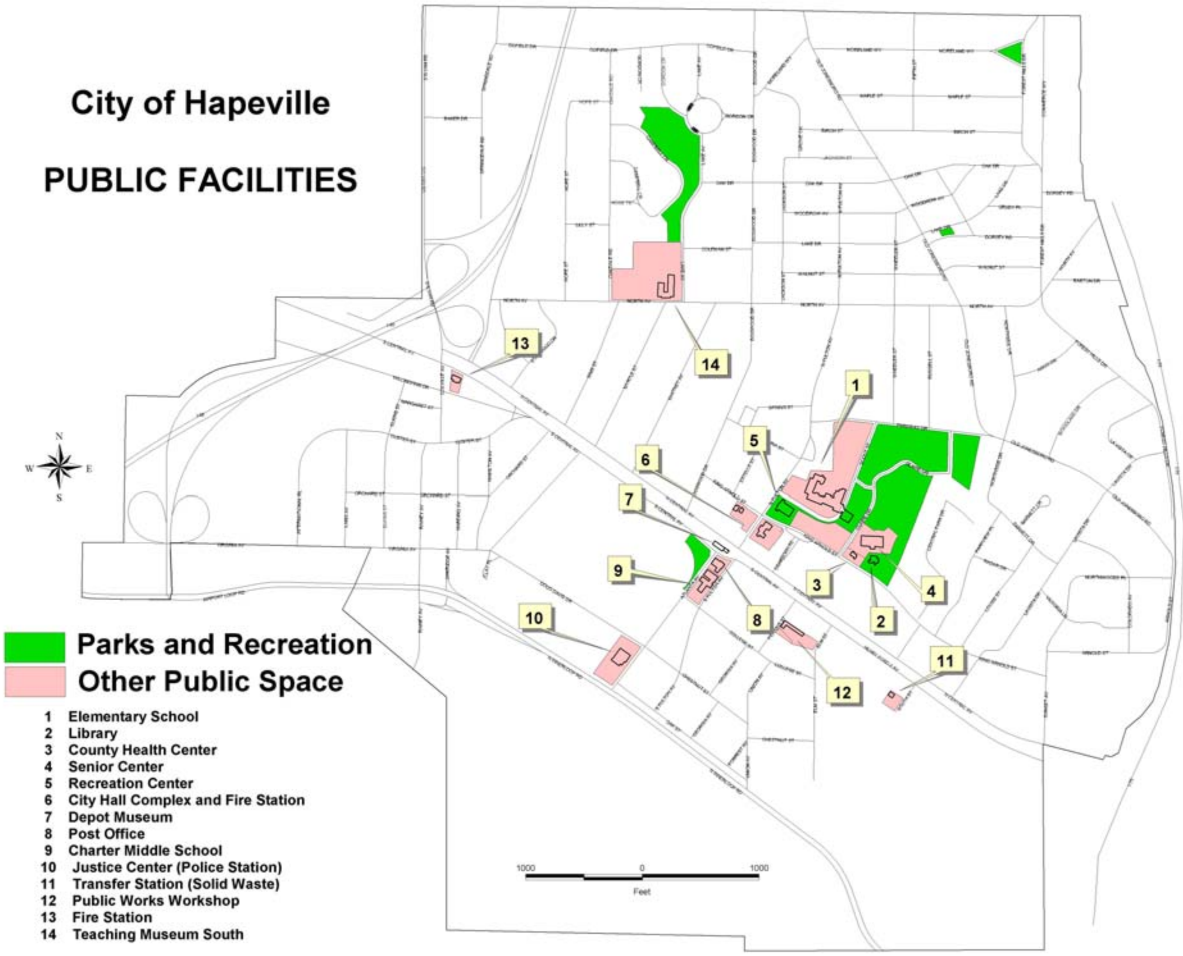
Strategy C: Encourage City Staff at all levels to be proactive in establishing face-to-face relationships with their counterparts in adjoining jurisdictions to facilitate cooperation and pursue identified objectives.

SHORT TERM WORK PROGRAM 2005-2010

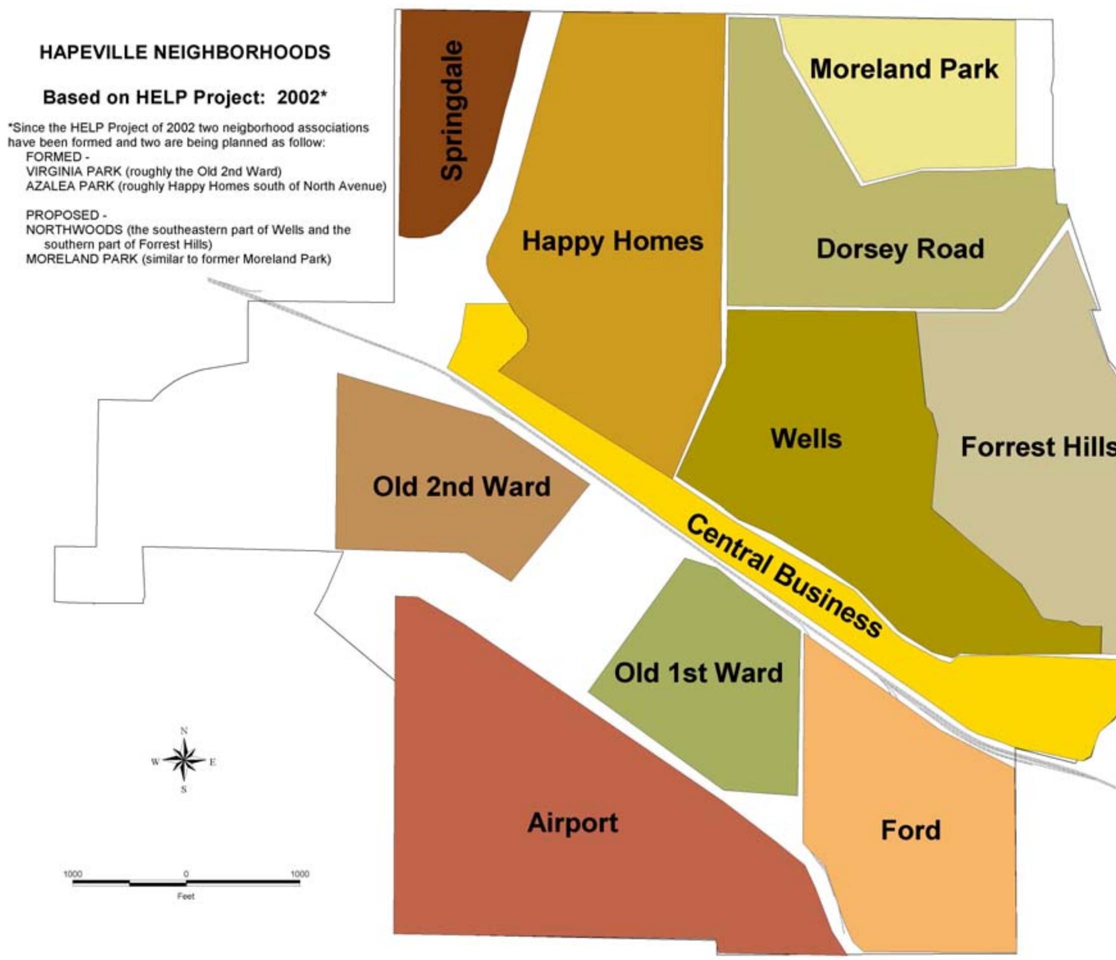
APPENDIX A – Hapeville's Community Facilities Map



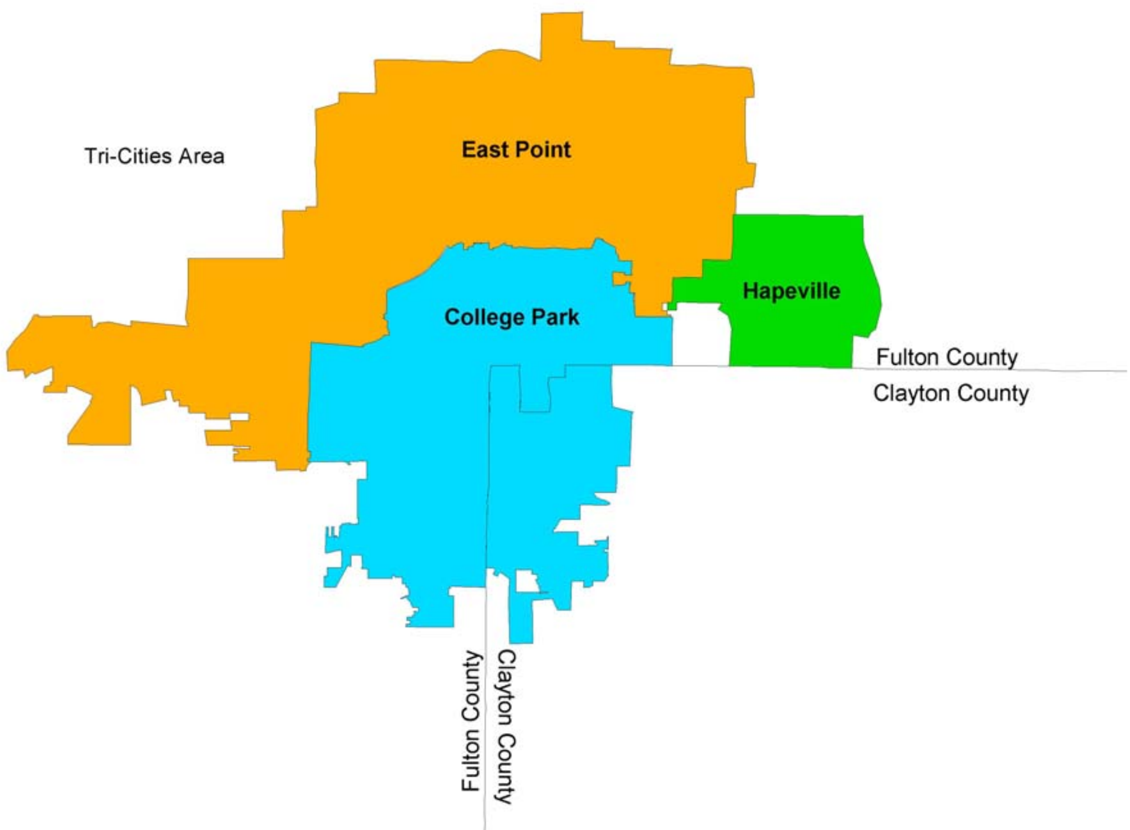
APPENDIX B – Hapeville's Public Facilities Map



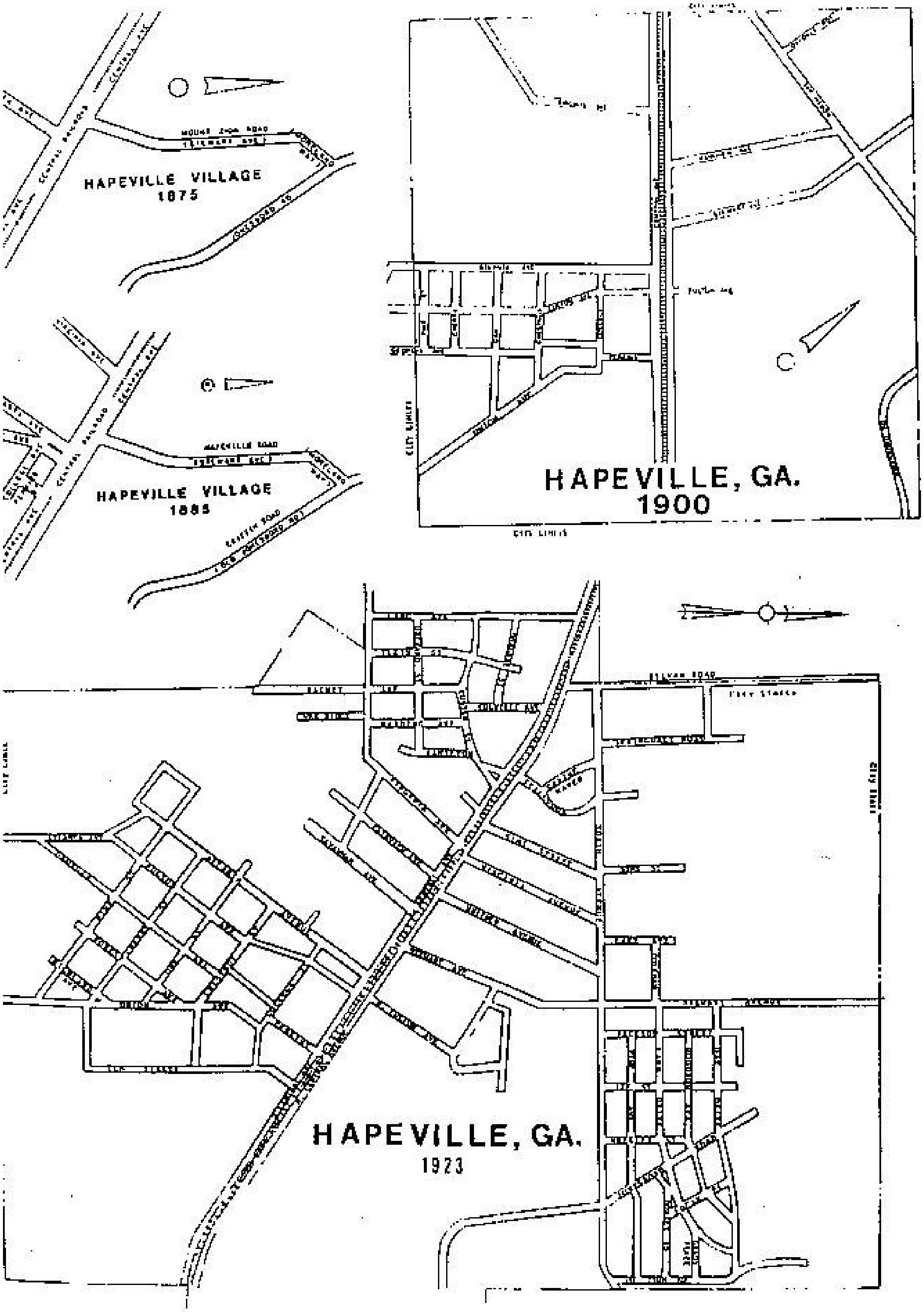
APPENDIX C - Hapeville's Neighborhoods Map



APPENDIX D - Hapeville Tri-Cities Location Map



APPENDIX E - Hapeville Historic Map



APPENDIX F - Sample Resident and Merchant Surveys

APPENDIX G - Solid Waste Management Plan