

HAMPTON

2023 COMPREHENSIVE PLAN



OCTOBER 2023

prepared by the



Atlanta Regional Commission

ACKNOWLEDGEMENTS

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Unless otherwise noted, all photos were taken by City of Hampton staff.



Atlanta Regional Commission

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PLAN PURPOSE

One of the fundamental responsibilities of local government is planning – a word used to describe how a community shapes and influences present and future growth. A Comprehensive Plan is the collection of planning goals, policies, and guidelines that provide guidance and structure for the execution of the community’s vision.

The Comprehensive Plan, often acknowledged as the master plan, highlights needs and opportunities, and delineates steps to address challenges while protecting assets and supporting aspirational ideals of what the community wants to be. The plan outlines and identifies projects, programs, and initiatives to move the community’s vision forward; delivering realistic timelines for implementation; and probable costs and staffing ensuring an economically resilient, and environmentally sustainable, healthy community.

Historically, the City of Hampton has participated in a joint comprehensive planning

process with Henry County and its other municipalities, including Stockbridge, Locust Grove and McDonough. The County and cities completed their last plan update in 2018. The Georgia Department of Community Affairs mandates that every county and city must provide an update to its Comprehensive Plan every five years to maintain its Qualified Local Government (QLG). This status allows local governments to remain eligible to receive state funding and assistance.

This document has been shaped by combined efforts of the City Council, the Hampton Community Development Department; a Steering Committee consisting of community stakeholders; and active public participation through in-person meetings and an online survey on a dedicated comprehensive plan website. This process has resulted in a plan that looks beyond the City’s execution of day-to-day services and considers where it wants to be in the next five years

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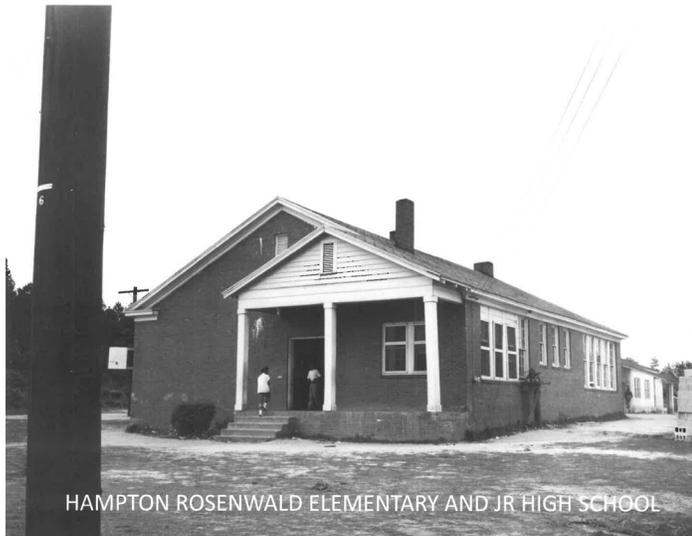
CHAPTER 1

HAMPTON PAST AND PRESENT



HAMPTON'S HISTORY

Hampton, Georgia is a city of “tradition and history, while also embracing change,” with humble beginnings and a rich history. In 1848, a small building containing Lowery’s Store and the Post Office was erected as the town’s first building, which was quickly followed by more structures to form the town of Bear Creek, named in reference to bears which frequented a nearby creek. In 1851, the Central of Georgia Railway designated Bear Creek Station as its sole stop through Henry County, connecting the town to the industrial centers of Savannah and Chattanooga while establishing Bear Creek as a business hub for the surrounding region—the proceeding financial boom normalized the sight of hundreds of wagons of cotton lined up along the town’s roads. The bustling town was incorporated in 1872 as “The Town of Bear Creek” and subsequently renamed “The Town of Hampton” in 1873 after Brig. General Wade Hampton, an American soldier in the Revolutionary War. In 1891, The Town of Hampton became the City of Hampton, with John W. Stephens as the city’s first Mayor.



The continued influx of economic activity, aided by the completion of the Hampton Depot in 1881, led to the creation of hotels, schools, and cotton mills, including the Hampton Cotton Mills, which were incorporated in 1900 and consumed 8,000 bales of cotton annually and employed 250 people. The rail line also temporarily serviced passenger rail, which ended in 1957. In 1931,

Hampton’s Rosenwald School was constructed; 5,000 Rosenwald schools, sponsored by Booker T. Washington and Julius Rosenwald to improve education for Black students, were constructed across 15 states. While the school was demolished in 2003, the Rosenwald neighborhood, also known as the King, George, and Daniel Streets neighborhood, continues to have a deep importance to the broader Hampton community and to Metro Atlanta and hosts Zion Baptist Church, a prominent pillar of the community which was organized in 1872. In 1960, the Atlanta International Raceway, now known as the Atlanta Motor Speedway, was established, and to this day annually hosts NASCAR Cup Series stock car races.



Later that decade, the Speedway hosted the 1969 Atlanta International Pop Festival, drawing crowds close to 150,000 people over the 2-day festival which featured acts such as Creedence Clearwater Band and Janis Joplin. 1969 also saw the completion of Interstate I-75, establishing a vital connection to the Atlanta metro which helped the city nearly double in population from 1970 to 1990. Another important artery, Highway 20 was completed in 2005, further improving Hampton's connection to the surrounding region. In 2009, the city completed an expansion of the Bear Creek Water Pollution Control Plant increasing 50-year-old plant capacity from 0.5 MGD to 1.75 MGD. In 2012 and 2013, Hampton was one of 200 cities across the U.S. to achieve the status of "Playful City," which is a national initiative highlighting municipal efforts to encourage children to "participate actively, not passively." Hampton's recent projects include the Bear Creek Recreation Center in 2018, the East Hampton Park Phase I in 2021, and the King, George, and Daniel Streets Revitalization Strategy in 2022, highlighting the city's continued efforts to provide world-class infrastructure and services. Today, Hampton continues to honor its past while looking to the future to ensure a resilient and flourishing city for all.



Atlanta International Pop Festival 1969

HAMPTON CHANGES THROUGH TIME



...by 1989



...by 2001



...by 2010

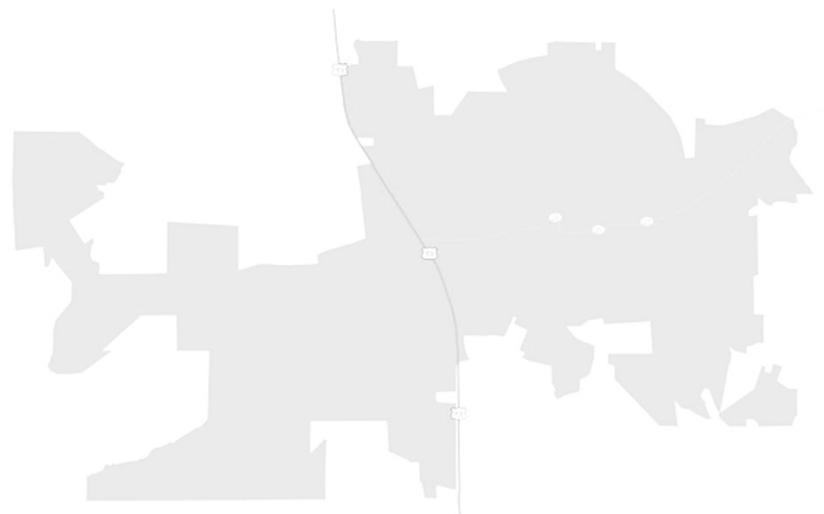
Where We Have Been: Our Story

Hampton enjoys the benefits of a small-town atmosphere, where history has a future and offers much to residents and visitors alike. Established in 1873, our city is one of tradition, while embracing change. Many original historic structures formerly serving industries no longer tied to Hampton, have been repurposed, and serve to maintain the city's unique charm, showcasing the intrinsic value found in the detailed design, quality materials, and cultural significance of historic structures and places.

Preservation and appreciation of our historic train depot, businesses, churches, and homes ground us, providing a sort of touchstone that many cities do not possess. What lies ahead must be understood, shared, and as needed, challenged so that our future and the legacy we build endures. It is important that we ask ourselves who we are today, including our current challenges, and place both in the context of evolution, reinvention, and renewal.



...by 2020



...by 2022

HAMPTON TODAY



MEDIAN AGE HAMPTON 2020

29.7

POPULATION CHANGE 2010-2020

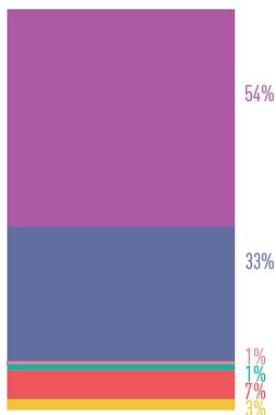


↑ **19%**
8,323

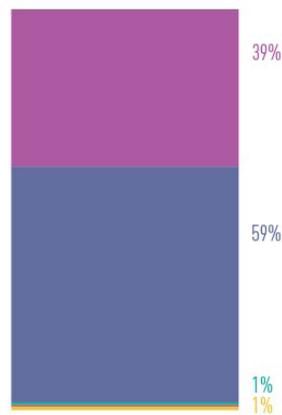
Data Source: U.S. Decennial Census

RACIAL COMPOSITION 2010 AND 2020

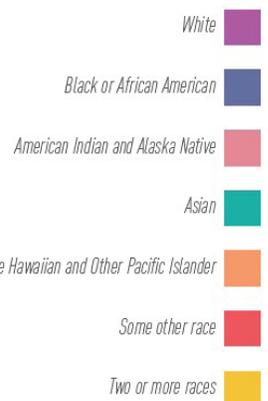
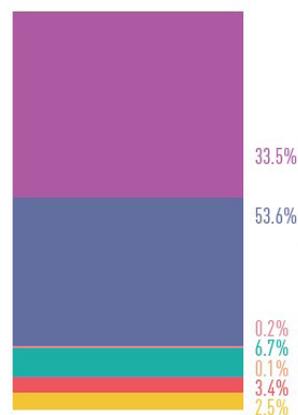
Hampton 2010



Hampton 2020



11-County Region 2020



Data Source: Census Form B02001

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CHAPTER 2

COMMUNITY ENGAGEMENT



VISION

Hampton is a sustainable and vibrant community with a welcoming, small-town atmosphere. Residents and visitors feel safe and have access to housing, jobs, and outdoor spaces for recreation and gathering. Downtown is its heart and creates a sense of pride and identity.

ENGAGEMENT



COMMUNITY INPUT

From early March 2022 through May 8, 2022, the city provided an online survey to gather community input to help inform this plan update. ARC drafted the 26 survey questions with assistance from city staff and posted them on the project's website created using the PublicInput platform. The survey included questions on a wide range of topics from natural and environmental resources to housing. The city promoted the survey on Facebook, in its newsletter mailed to utility customers, on its website, and via emails to steering committee members who shared the website link with their respective network of friends, neighbors, and colleagues. This resulted in 127 people responding to the survey.

Most respondents were 50-59 years old (35%), white (63%), female (68%), and homeowners (86%). While many respondents described Hampton as quaint, hospitable, and safe, others described it as having small town flavor but could use a bit more modern development. Of those surveyed, 73% rated their quality of life in Hampton as "Average", with 24% providing a rating as "High", and 3% rating it as "Low." While some respondents remarked that there is too much development happening and the city is growing too fast, a greater number noted that the city has a lot of potential and state growth as a positive. People identified Downtown Hampton, parks, proximity to the racetrack (Atlanta Motor Speedway), accessibility to larger towns, and small-town charm as the city's top assets. Conversely, survey respondents noted the crime rate, overcrowded schools, high-density residential development, and fast growth in a negative context along with the lack of industry, need for business development, and infrastructure improvements as the

city's greatest challenges. (See Appendix X for full results).

The city and ARC hosted a community open house on April 24, 2023, at Hampton's Train Depot, which provided city residents and other stakeholders an additional opportunity to provide their input into the comprehensive plan update. Nineteen people attended this event and participated in several interactive activities, including comment boards, dot map and voting exercises, and conversations amongst city staff and meeting attendees. (See Appendix X for full results).

Finally, a 14-member steering committee comprised of residents, business owners, large tract property owners, and elected officials offered their input and acted as a sounding board for information and ideas prior to going to the public. The committee met twice: on March 30th and July 13th, 2023. At the first meeting, conducted in person, ARC staff conducted a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis which helped identify the city's primary needs and opportunities. Committee members also provided a short word or phrase that described their vision for Hampton in 10 years which helped to inform the vision statement. At the second meeting, conducted virtually via Microsoft Teams, the committee reviewed the public input received via the online survey and open house, and reviewed draft Needs & Opportunities, draft Community Goals, and a draft Vision Statement for the plan. They offered their feedback to ensure each of these items accurately reflects the desires and input from the community.

NEEDS & OPPORTUNITIES

TOP 5

NEEDS & OPPORTUNITIES	GOAL
Stimulate economic growth in the historic downtown area by promoting high density residential housing and infill commercial development, preservation-based economic programs, and strategic venture capital investment to support and retain a variety of restaurants, entertainment, unique retail, and in-person services.	1
Actively pursue the recruitment of businesses to the city that provide goods, services, and entertainment that cater to the needs of Hampton’s residents, attracts visitors, and promotes tourism, and generates a great number of employment opportunities.	2
Promote and create a visually aesthetic, skillfully planned sustainable community that enhances the city’s culture and character, artistic identity, and a sense of place.	3
Maintain an efficient transportation network and expand multimodal opportunities, including pedestrian and bicycle facilities, while elevating safety for all users.	4
Increase integration of parks and green space among residential and commercial areas providing socio-economic and health benefits, developed with community buy-in.	5

Natural and Environmental Resources

The community identified Hampton’s parks as its most important natural and environmental resource. The city’s three parks are McBrayer Park, R.W. & Mary Lou Coley Park, and East Hampton Community Park. Parks and greenspace are valuable and contribute to walkable environments that draw people outside and provide exercise and opportunity for social interactions. The positive impact on property values, tax and tourism revenues, and local shopping and dining experiences, are well documented. Of those participating in the on-line survey, half shared that they engage in physical outdoor recreation at a city park; 33% going one to two times a week and 17% going three to five times per week. Respondents also indicated that they would like to see additional parks and greenspace throughout the city.

Historic & Cultural Resources

Community survey results identified Downtown Hampton, the Train Depot, and historic homes as important historic resources to be preserved. The input documents the respondents’ belief that downtown has the most need for preservation and rehabilitation and could be enhanced by adding unique retail, entertainment, and restaurants to attract more patrons. In addition, steering committee members noted the opportunity to add public art throughout the community as a cultural, placemaking initiative. Respondents also viewed the Fortson Library, Atlanta Motor Speedway, and the Bear Creek Senior Center as important amenities. Finally, some respondents indicated that the city lacks youth services such as after school programs, tutoring, and sports.

Development

55% of respondents indicated that the pace of development in Hampton over the last five years has been too fast, while 30% believe it has been too slow. 8% feel that it is just right, while 7% had no opinion. Within the comments, respondents noted that the city has an abundance of undeveloped land, a large percentage of which the city annexed came into the city were zoned for mixed-use development and industrial use. This presents an opportunity for sustainable, responsible growth that incorporates Hampton's mixed-use and industrial zoning requirements and development regulations. Though many believe that more commercial and industrial development is needed to balance the tax base, they expressed concern related to infrastructure and facilities required to support new development.

Annexed land will eventually be developed whether it is in or out of the city limits. By proactively annexing land from Henry County, the city is able to better guide its future development.

Economic Development

Many survey respondents noted that Hampton's accessibility to Atlanta Motor Speedway, downtown Atlanta, other nearby cities, and Hartsfield-Jackson Atlanta International Airport (HJIA) is one of its best economic development assets. The city's low crime rate (ranked third lowest in the state of Georgia) is another important accolade to be highlighted. However, people

also noted the need for more diverse entertainment options, variety in dining experiences, and industries.

Downtown

50% of respondents visit Downtown Hampton to patronize restaurants – the remaining 50% are divided between visiting for Other Reasons (20%), Government Services (11%), Parks/Greenspace (8%), and Personal Services (medical, salons, etc.) (6%), while 5% indicated they do not visit downtown for any reason. Respondents identified several improvements that are needed to enhance downtown:

- Better building maintenance by property owners.
- More restaurants and unique/boutique retail options.
- Increased hours of operations.
- Safe connections between downtown and surrounding neighborhoods.
- Alleyway clean up and activation.
- A community gathering space.
- Additional parking.

In addition, the steering committee noted that there is a need for more housing adjacent to and within downtown to help support existing and new businesses, and that the Downtown Development Authority (DDA) needs to be used to its full potential to purchase, rehabilitate/renovate/preserve, and sell properties.



Yellow Pollen Festival

How would you rank your satisfaction with Hampton's transportation system?

	Poor	Below Average	Adequate	Good	Excellent	No Opinion
Traffic Safety	11% Poor	10% Below Average	29% Adequate	25% Good	9% Excellent	15% No Opinion
Traffic Congestion	6% Poor	10% Below Average	44% Adequate	31% Good	6% Excellent	2% No Opinion
Road Conditions	25% Poor	26% Below Average	39% Adequate	9% Good	- Excellent	1% No Opinion
Pedestrian & Bicycle Safety	24% Poor	33% Below Average	22% Adequate	11% Good	3% Excellent	8% No Opinion
Public Transportation	31% Poor	12% Below Average	14% Adequate	6% Good	5% Excellent	32% No Opinion

Transportation

Hampton's location offers convenient access to major thoroughfares US 19/41, SR20, and I-75. The city lacks multimodal transportation infrastructure that includes passenger and service vehicles, bike, and pedestrian facilities within clearly defined and safe environment. As such, survey respondents ranked road conditions, and pedestrian and bicycle safety as "Poor" or "Below Average." A majority ranked public transportation as "Adequate," "Poor," or "Below Average." Overall, traffic safety and traffic congestion are not major concerns within the city.

Through a mapping exercise, respondents identified several areas throughout the city as dangerous for pedestrians and/or bicyclists, including downtown and GA 20/Bruton Smith Parkway; Old Highway 3 (south of GA 20); US HWY 19/41 (north of Woolsey Road); and McDonough Street (to the east of downtown). Finally, respondents noted GA 20 at McDonough Street and GA 20 at E. Main Street South, and Richard Petty Boulevard at US HWY 19/41 as dangerous intersections for vehicular traffic.

Housing

Questions regarding housing received a wide array, and sometimes contradicting level, of responses. Of those surveyed, nearly 40-50% indicated they ranked affordable, senior, density, and mixed-income housing as presently at the right percentage. Senior housing is listed at the highest percent of housing need at forty (40%), with ranking of affordable housing and mixed-income housing at twenty percent (20%) and need for more density ranking less than ten percent (10%). In general, most respondents indicated a need for higher quality housing that is owned and fear higher density residential, and single-family homes that are rentals. The indication from those surveyed seem to indicate a preference for less density, affordable, and mixed-income housing. Respondents indicated higher density housing is most appropriate around amenities (shopping, restaurants, entertainment, etc.).

Finally, in regard to existing housing stock, many respondents shared that they would like to see existing homeownership remain affordable, and not impacted by tax increases; and for single-family homes be protected from real estate investment buyers.

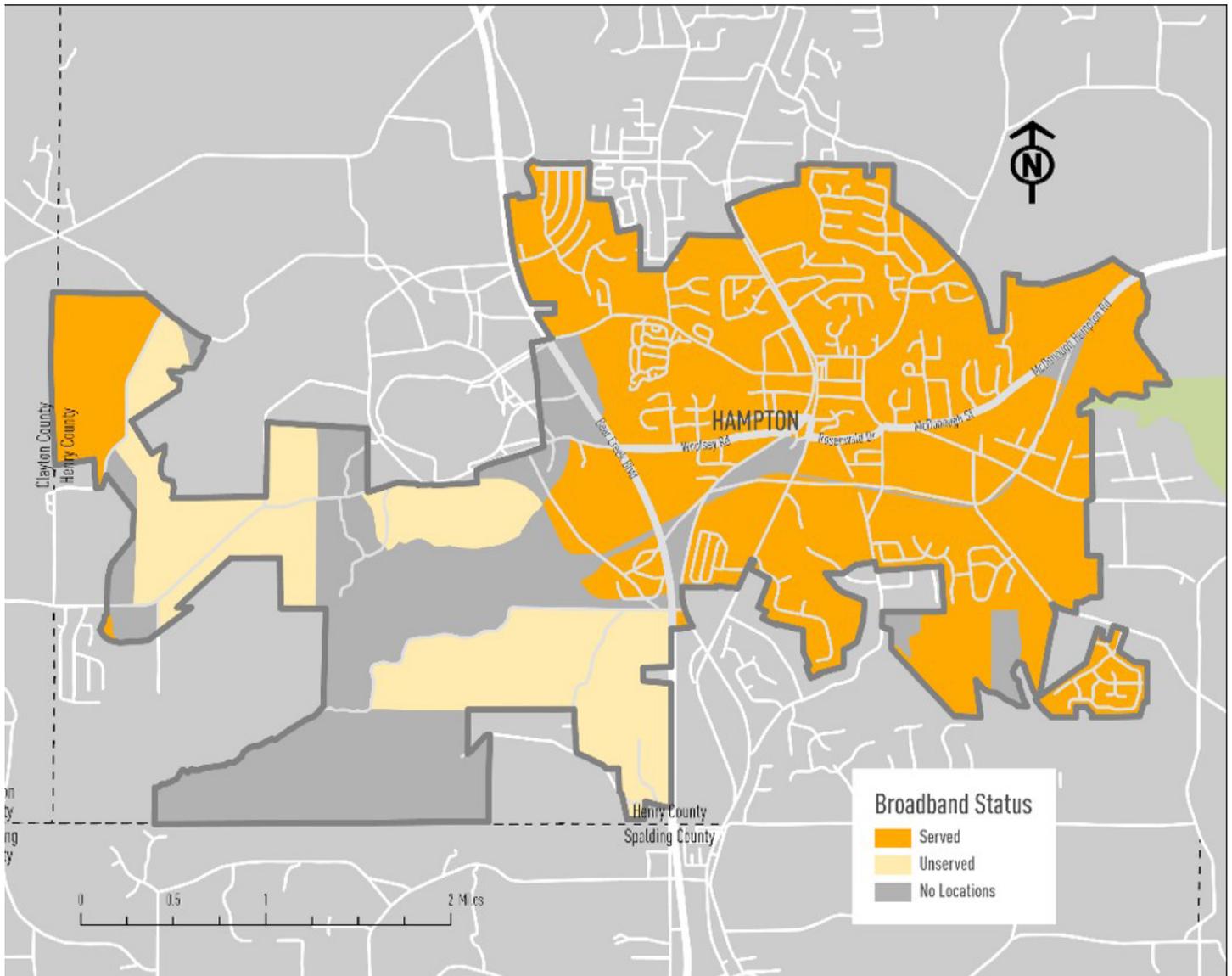
CHAPTER 3

BROADBAND



BROADBAND SERVICE

The most recent data available from the Federal Communications Commission (FCC) and Georgia Broadband Center indicates that the city's core – including downtown Hampton and existing neighborhoods – has broadband service coverage. The recently annexed portion of the city lacks broadband access because this land is currently undeveloped. Therefore, it does not have comprehensive utility infrastructure. The exception is the westernmost portion of the city's boundaries, directly adjacent to the border between Henry County and Clayton County, which has broadband coverage. As the new portions of the city are developed over the next several years, it is anticipated that broadband coverage will extend into these areas to serve additional residents and businesses. Note: Statistics are based on a fixed, terrestrial broadband definition of 25 Mbps download and 3 Mbps upload, and where the broadband service is available to more than 80% of locations in a census block. Census blocks that did not meet this definition are delineated as "Unserved."

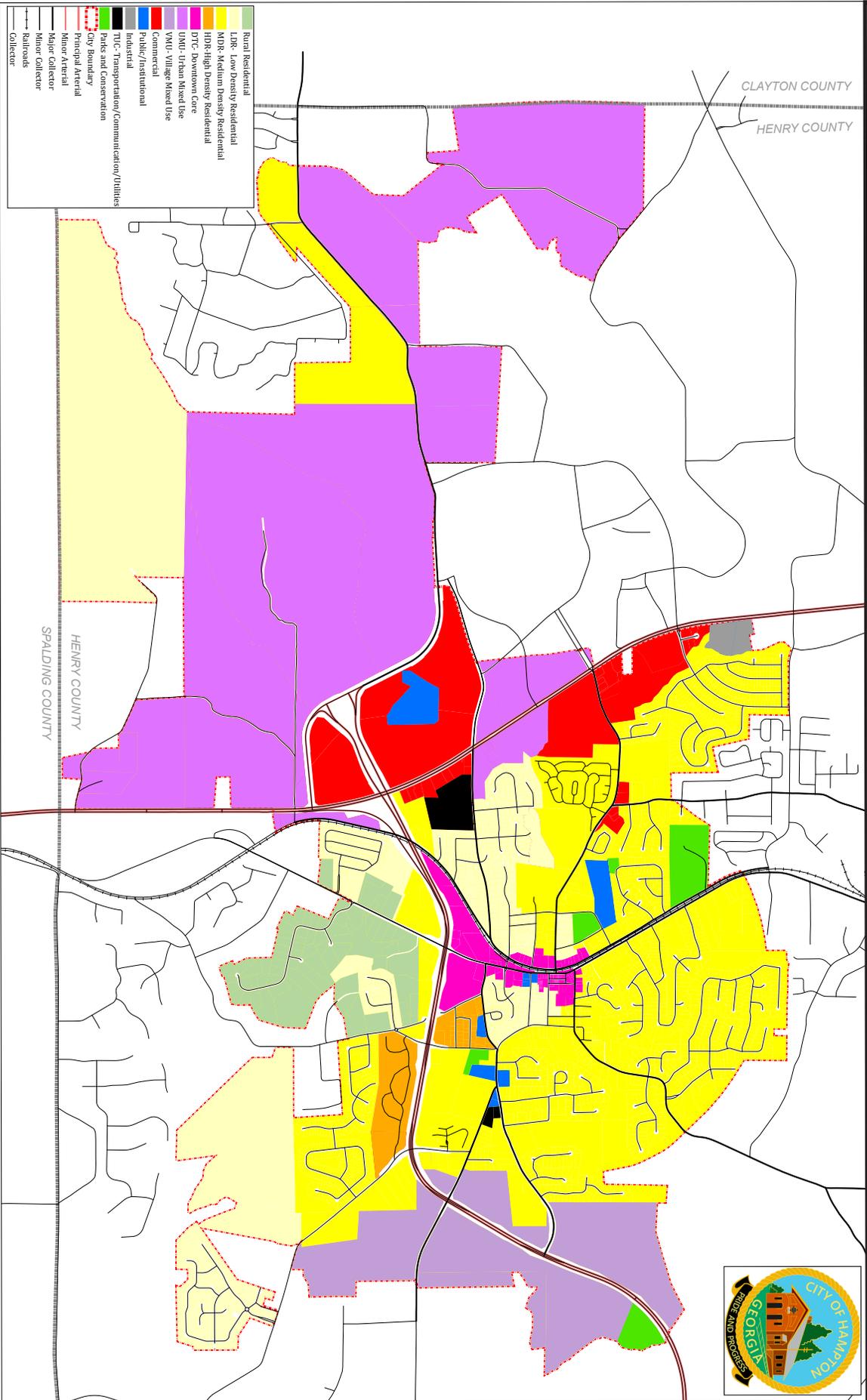


CHAPTER 4

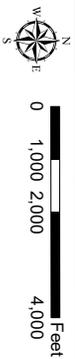
LAND USE



The Future Land Use Map (FLUM) illustrates the City of Hampton's long-term vision for land use, development, and redevelopment. For each land use category included on the map, there is a brief narrative describing the appropriate types of development and uses accompanied by representative photos to illustrate them. The FLUM intensity of residential land use is evaluated based on number of units per net acreage. This considers that not every acre of land is developable, and as appropriate, density allowances should reflect this fact to protect an overcommitment of lands. It is important to note that the FLUM does not change the current, existing zoning of any property within the city. Rather, the establishment of appropriate land use categories throughout the city is intended to guide policy decisions and assist staff in reviewing rezoning requests for appropriateness so that they can provide informed recommendations to City Council in making a final decision.



CITY OF HAMPTON FUTURE LAND USE MAP



RESIDENTIAL

RURAL RESIDENTIAL

0-1 Dwelling units/net acre

This land use category includes farms, pastures, and forestry practices on large tracts of land; single-family residences associated with agricultural activities; and large-lot residential subdivisions. This category also allows for residential subdivisions that do not conflict with existing agricultural practices or, where appropriate, for transitions or buffers between rural development and more suburban development, or low-density residential neighborhoods.



LOW-DENSITY RESIDENTIAL

1-2 Dwelling units/net acre

This category is the largest land use in terms of acreage within the City of Hampton. These areas consist of single-family homes on a single lot. New low-density residential should implement low-impact development strategies and green infrastructure as plausible. Pedestrian and bike facilities should be provided within greenspace corridors along public right-of-way or contained within permanent open space. Neighborhoods should be created to incorporate small parks and open space for community gatherings. If a subdivision is located near a proposed trail segment, right-of-way, or trail connection(s) should be provided. Building setbacks and garage placement should vary and provide non-repetitive patterns along the streetscape. Side entry, plaza entry, or detached garages are preferred in low-density residential developments.



RESIDENTIAL

MEDIUM-DENSITY RESIDENTIAL

2-4 Dwelling units/net acre

This residential category is for single-family attached or single-family detached homes with public sewer and water service. New development should provide green infrastructure measures where applicable; roadway design shall create walkable block lengths with pedestrian and bike facilities, including sidewalks, bike lanes and/or multi-use path, and crosswalks. Neighborhoods should be created with appropriate parks and open space. If a medium-density residential development is near a proposed trail segment, right-of-way or trail connection(s) should be provided. Lot layout shall vary to include a limited number of homes permitted on stretches of roads between intersections or open space allocation. Cul-de-sacs are discouraged.



HIGH-DENSITY RESIDENTIAL

Up to 8 Dwelling units/net acre

Residential land use within the high-density range may include development types such as single-family cottage, attached townhouse developments, multi-story condominium, apartment developments, and the like with public water and sewer service. High-density residential development may occur adjacent to downtown mixed-use areas where multimodal transportation facilities can be extended or in areas that can provide primary access from a major arterial road or state highway. Developments should provide pedestrian and bike facilities, including sidewalks, bike lanes and/or multi-use path, and crosswalks, and have an appropriate walkable block dimensions and cohesive streetscape design elements. High-density residential neighborhoods should be created with the incorporation of appropriate small parks and open spaces. Housing density bonuses are available for developments that are designed for senior living and allocate a percentage of units for veterans.



DOWNTOWN CORE

This category includes the Downtown Hampton area, which is broadly defined as East Main Street from SR 20 to Elm Street, and is envisioned to be a mixed-use district, according to the original 2011 Livable Centers Initiative Plan. Appropriate uses include High Density residential up to 12 dwelling units/net acre (i.e., apartments, flats, and condos), urban green space, and small, neighborhood-scale retail, restaurants/cafes/coffee shops, offices, and personal services (i.e., hair salons, nail salons, day spas, dry cleaners, etc.). Ground floors should be reserved for retail, office, restaurants, and personal service uses, while upper floors of buildings are reserved for office and residential units. In this district, the City shall provide incentives towards the construction of small boutique hotels/inns and/or bed and breakfast lodging.



URBAN MIXED-USE

This category includes provisional industrial uses, institutional, neighborhood and regional retail and commercial service activities with residential density up to 8 dwelling units/net acre integrated within the site. These developments are larger in scale than Downtown Mixed-Use developments and may incorporate a mix of uses both horizontally across the site as well as vertically. External to the development, residential uses along US 19/41 and Lower Woolsey Road shall provide a 100-foot vegetative buffer; non-residential uses shall provide a 30-foot buffer or landscape area and both buffers shall include a multi-use side path at least ten feet in width and provide right-of-way or trail connection(s) for future trail segments.



VILLAGE MIXED-USE

This category includes vertical and horizontal mixed-use projects, public uses, commercial uses, single-family residential, and multi-family residential uses up to 8 dwelling units/net acre, with a focus on environmental sustainability in design and preservation of green space. Low impact development strategies and green infrastructure are encouraged within a compact development framework which promotes efficient use of land and infrastructure costs. Pedestrian and bike side paths at least ten feet wide should be incorporated along both sides of SR 20 within a separate landscape area or in right-of-way with at least a 10-foot landscape area between the pavement and side path. Architectural stylings of buildings, streetscape elements including streetlights and signage, are cohesive and create an overall theme. In this district, incentives are provided for senior housing development and fresh food retail and grocery store development.



COMMERCIAL

This category includes neighborhood and regional retail and commercial service activities. This district is intended to provide locations for a wide variety of retail and service uses and wholesale establishments to satisfy the common and frequent needs of residents in large sections of the city and of the traveling public. Commercial development strategies that include tourism, travel, and lodging facilities are incentivized through city economic programs and policy.



PUBLIC/INSTITUTIONAL

This category includes land, buildings and facilities used by governments, schools, colleges, hospitals, cemeteries, and post offices.



INDUSTRIAL

The purpose of this category is to provide areas in the city where light industry and warehouse uses can be located. Primary uses in this category include light manufacturing, warehousing, self-storage facilities, wholesale/distribution, and assembly. New developments within this category should provide large setbacks, buffers, and screenings from different adjacent uses.



TRANSPORTATION/COMMUNICATION/UTILITIES (TCU)

This category includes uses such as landfills, water treatment plants, wastewater treatment plants, power substations, rail yards, mass transit facilities, airports, etc. These uses may be either public or private.



PARKS AND CONSERVATION

This category includes public parks, recreation areas, ball fields, playgrounds, and open spaces, as well as areas to be preserved for greenways, trails, and/or land conservation.



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CHAPTER 5

HOUSING



HOUSING

Henry County’s FY2021 Annual Action Plan describes specific projects in which the County proposes to utilize Community Development Block Grant funds to carry out priorities established in the County’s FY 2020-2024 Consolidated Plan. The County consulted with non-profits, for-profits, divisions of local and state government and service providers who provide housing, medical, mental health, employment, and other supportive services. Henry County used a collaborative process with citizens, service providers, and other stakeholders to establish priority needs. These include:

- Housing needs
- Homeless needs
- Community Development needs

Addressing the identified needs seeks to benefit households of low- to moderate income and special needs individuals who should receive high priority in

the expenditure of federal funds. This includes homeless persons and households, those threatened with homelessness, the elderly, persons with disabilities, persons living with HIV/AIDS and at-risk youth. This plan provides a summary of the objectives and outcomes of the plan, evaluation of past performance, summary of the citizen participation process and consultation process, public comments, and comments or views not accepted and the reasons for not accepting them. This helps to direct appropriate allocation of federal funds to meet Henry County residents’ housing and service needs.

A full list of goals, goal descriptions and project summaries for the City of Hampton detailed in Henry County’s Annual Action Plan FY 2021 can be found in tables 1-3.

*Table 1. Henry County FY2021 Annual Action Plan City of Hampton Goals Summary Information								
Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Housing Rehab	2020	2024	Affordable housing	Tye Street Community Blacksville Hampton	Housing Needs	CDBG: \$495,026	Homeowner Housing Rehabilitated: 50 Household Housing Unit
3	Public Facilities and Infrastructure Improvements	2020	2024	Non-Housing Community Development	Hampton	Community Development Needs	CDBG: \$180,000	Public Facility or Infrastructure Activities for Low/Moderate Income Housing Benefit: 400 Households Assisted Homeless Person Overnight Shelter: 50 Persons Assisted

*Table 2. Henry County FY2021 Annual Action Plan City of Hampton Goal Description		
Sort Order	Goal Name	Goal Description
2	Public Housing Modernization	There are two (2) Public Housing Authorities operating in the County. They are the Housing Authority of the City Hampton and the Housing Authority of the City of McDonough. Both agencies are committed to providing safe, decent and sanitary housing for low-to-moderate income persons/families. Properties of the agencies are under renovation with the assistance of CDBG funding. These improvements for public housing modernization are being completed in phases. With the use of CDBG funds from FY21 in the combined amount of \$180,000.00 the agencies will continue to make structural improvements and modernize the public housing units.

***Table 3. Henry County FY2021 Annual Action Plan City of Hampton Goal Description**

1	Project Name	Rehabilitation & Preservation
	Target Area	Tye Street Community, Blacksville, Hampton
	Goals Supported	Housing Rehab
	Needs Addressed	Housing Needs Community Development Needs
	Funding	CDBG: \$495,026
	Description	Privately owned building and improvements for residential purposes. Activities will be carried out by subrecipients: Southern Crescent Habitat for Humanity, Inc. and National Community Resources & Development, Inc. Rehabilitation and Perseveration includes Septic Tank Repair and Replacement services. These activities in addition to emergency repairs for seniors and disabled persons will be delivered through the procurement of contractors by County Staff.
	Target Date	6/30/2022
	Estimate the number and type of families that will benefit from the proposed activities	An estimated twenty (20) low-to-moderate-income owner occupied households will benefit from housing rehab
	Location Description	Henry County, Georgia to include the incorporated areas of Hampton, Locust Grove, McDonough and Stockbridge.
	Planned Activites	Planned activities include interior and exterior improvements such as, emergency repairs, plumbing, heating and air conditioning repairs, septic tank repairs or replacement, roofing repairs, electrical repairs, and ADA improvements.
2	Project Name	Public Services
	Target Area	Tye Street Community, Blacksville, Hampton
	Goals Supported	Public Services
	Needs Addressed	Homeless Needs Community Development Needs
	Funding	CDBG: \$125,000
	Description	Provisions of public services (including labor, supplies, and materials) including but not limited to those concerned with employment, crime prevention, childcare, health, drug abuse education, fair housing, counseling, energy conservation and welfare.
	Target Date	6/30/2022
	Estimate the number and type of families that will benefit from the proposed activities	An estimated 1337 households/persons will be assisted through Public Housing Services. Benefits will vary from youth services, safe housing, and forensic exams for abused children.
	Location Description	The public services activities are offered from specific locations. Most of these services are offered to all income eligible county residents based on need; however, two (2) of the service benefit homeless persons therefore, they are not necessarily limited to county residents. Additionally, due to the nature of the activities, these two (2) addresses are confidential and are not identified in this plan. Addresses where activities will be undertaken: <ul style="list-style-type: none"> • A Friend's House- Address not listed due to services provided • Crosswalk Ministries USA dba ArtReach 180- North Campus at 4863 North Henry BLVD Stockbridge, GA 30281; South Campus at 305 Westridge Parkway, McDonough GA 30253 • Haven House- Address not disclosed due to services provided • Southern Crescent Sexual Assault and Child Advocacy Center- Location not disclosed due to services provided
	Planned Activities	Planned Activities include: <ul style="list-style-type: none"> • A Friend's House- Services for Abused and Neglected Children • Crosswalk Ministries- Youth Services • Haven House- Services for Abused and Battered Spouses • Southern Crescent Sexual Assault and Child Advocacy Center

3	Project Name	Public Facility & Infrastructure
	Target Area	Hampton
	Goals Supported	Public Facilities and Infrastructure Improvements
	Needs Addressed	Community Development Needs
	Funding	CDBG: \$280,000
	Description	Acquisition, construction, reconstruction, or installation of public facilities and improvements carried out by the recipient or other public or private non-profit entities
	Target Date	6/30/2022
	Estimate the number and type of families that will benefit from the proposed activities	The majority of these activities are designed to meet an area benefit; however, one (1) of the activities is address specific. These areas are of low-to-moderate income based on Census Tract Block Group data. An estimated 19,374 households will directly benefit. The activity that is address specific will provide Facility Improvements to A Friend's House. A Friend's House provides a provision of safe housing to children in custody of the Department of Family and Children Services.
	Location Description	Activities will provide improvements in the City of Hampton along West Main Street.
	Planned Activities	Planned Activities include: <ul style="list-style-type: none"> • The City of Hampton will complete street and sewage improvement to West Main Street.
5	Project Name	Administration & Planning Cost
	Target Area	Tye Street Community Blacksville Hampton
	Goals Supported	Housing Rehab Public Housing Modernization Public Facilities and Infrastructure Improvements Public Services
	Needs Addressed	Housing Needs Homeless Needs Community Development Needs
	Funding	CDBG: \$176,475
	Description	Payment of reasonable administrative cost and carrying charges related to the planning and execution of community development activities assisted in whole or in part with CDBG funding per 570.206.
	Target Date	6/30/2022
	Estimate the number and type of families that will benefit from the proposed activities	The Administrative project includes eligible planning, environmental review, policy management, project/activity oversight, reporting and compliance monitoring. The project impacts all other projects and activities assisted with CDBG funding. Due to its scope, all beneficiaries if the CDBG Program will also benefit from administrative duties. Additional CDBG beneficiaries from the administrative project include those who participate in Fair Housing activities. An estimated 100 persons will directly benefit form Fair Housing Education and outreach.
	Location Description	The majority of the CDBG administrative tasks are conducted in the County Administration building located at 140 Henry Parkway in McDonough, GA. The office is on the lower level sharing a suite with Planning and Zoning and GIS. Other tasks such as activities such as site visits, wage and labor interviews, and monitoring are delivered in the field throughout Henry County. Although the activity supports the target areas, services will not be limited to those target areas. With the exception of public facility improvements and other site-specific activities, several of the CDBG activities are available to income-eligible residents county-wide
	Planned Activities	Activities planned include: <ul style="list-style-type: none"> • Planning and executing community development activities • Contracting with Metro Fair Housing for outreach, testing and educational services

*These tables are a direct copy of Henry County FY2021 Annual Action Plan Goals, Objectives, and Project lists, including any discrepancies or errors.

CHAPTER 6

TRANSPORTATION



HENRY COUNTY 2050 TRANSPORTATION PLAN

The ARC established the Comprehensive Transportation Plan (CTP) program in the mid-2000s to provide financial assistance to communities to develop long-range transportation plans that can also serve as the foundation for regional planning efforts. The CTP program is utilized to help cities and counties jointly identify and analyze their needs, develop solutions that are acceptable to the community, and better articulate their priorities when funding opportunities arise. As a condition of providing financial assistance to develop a CTP, ARC developed the following expected outcomes:

- Prioritized list of transportation investments necessary to support the visions for economic development and strong communities established by cities and counties.
- Five (5) to ten (10) year fiscally constrained action plan which reflects the currently available funding sources and feasible policy actions that can be taken at the city or county level.
- Recommendations that have been vetted through a robust community engagement process and formally adopted by local government officials.
- Recommendations that leverage regional facilities, services and programs to address local needs and priorities.
- Recommendations that can knit together previous plans and projects identified at the community level through Livable Centers Initiative (LCI) studies, Community Improvement District (CID) work programs, city or county Capital Improvement Programs (CIP), corridor studies, and other initiatives.

In conjunction with its four cities – Hampton, Locust Grove, McDonough, and Stockbridge – Henry County adopted its most recent Comprehensive Transportation Plan (CTP) in 2022. The plan outlines how transportation needs in the county and cities will be met over the next 30 years. The CTP process considered the following:

- Land use and development
- Transportation system characteristics, including road network characteristics, intelligent transportation systems, and technology and non-motorized trips

- Transportation performance data such as vehicle miles traveled (VMT), vehicle hours traveled, and network level of service (LOS)
- Freight
- Active transportation
- Transit
- Stakeholder and public outreach

This information provides support for development of policy and project recommendations designed to provide Henry County residents and visitors with better transportation experiences. Goals and objectives of this update provided the foundation for the development of performance measures which the county then used to evaluate needs and prioritize projects in this plan to incorporate accessibility and mobility, active transportation, and other considerations.

This plan provides both projects and policy recommendations intended to carry out identified goals and objectives. The CTP will help to guide the county and its municipalities in funding and implementation decisions for the next 30 years to create a local transportation vision that complements local comprehensive plans. This will direct transportation priorities within Henry County and will impact the transportation experience for Henry County travelers. A full list of projects for the City of Hampton from Henry County's Transportation Plan can be found in Tables 1-5.

***Table 1. Henry County Transportation Plan City of Hampton Roadway Capacity Projects**

ID	Name
CTP-R33	Hampton Locust Grove Road widening

***Table 2. Henry County Transportation Plan City of Hampton Corridor Operations and Safety Projects**

ID	Location	Improvement
CTP-S02	Old Hwy 3	Perform an arterial upgrade
CTP-S03	SR 3	Restore pavement markings and install signage indicating intersections ahead
CTP-S04	Hampton Locust Grove Rd	Make improvements to the intersection with McDonough St. install shoulders and turn lanes
CTP-S07	SR 81	Install shoulders and rumble strips, convert southern intersection to RCUT control, install signage where appropriate due to sight distance

***Table 3. Henry County Transportation Plan City of Hampton Corridor Operations and Safety Projects**

ID	Location	Improvement
IS01	SR 20 WB at Lower Woolsey Rd	Realign westbound right turn approach to improve sight distance
IS31	SR 20 at Lower Woolsey Rd	Restore pavement markings and install intersection ahead signage along northbound approach
IS42	US 19/41 at Oak St	High visibility ped crossing (could be a ped bridge). Left-turn Lane on Oak St. Gateway Improvements and wayfinding signage

***Table 4. Henry County Transportation Plan City of Hampton Corridor Operations and Safety Projects**

ID	Location	Improvement
LM-01	US 41	Install Sidewalk along Both Sides of US 41
LM-21	Lower Woolsey Rd	Install Sidewalk along Both Sides of Lower Woolsey
LM-23	Richard Petty Blvd	Install Sidewalk along Both Sides of Richard Petty Blvd
LM-24	Magnolia Pkwy	Install Sidewalk along Both Sides of Magnolia Pkwy
LM-25	McDonough St	Install Sidewalk along Both Sides of McDonough St
LM-26	Woolsey Rd	Install Sidewalk along Both Sides of Woolsey Rd
LM-30	Elm St	Install Sidewalk along Both Sides of Elm St
LM-131	US 41	Install Sidewalk along Both Sides of US 41
LM-145	US 41	Install Sidewalk along Both Sides of US 41
LM-177	W Main St	Install Sidewalk along Both Sides of W Main St
LM-178	W Main St	Install Sidewalk along Both Sides of W Main St

***Table 5. Henry County Transportation Plan City of Hampton Corridor Operations and Safety Projects**

ID	Name	Description
LM-196	Elm Street Sidepath	Construct Multiuse Facility along Alignment
LM-197	Bear Creek Greenway	Construct Multiuse Facility along Alignment
LM-198	Towaliga River Greenway	Construct Multiuse Facility along Alignment
LM-212	Minter Dr Greenway	Construct Multiuse Facility along Alignment
LM-213	US 19/41 Sidepath I	Construct Multiuse Facility along Alignment
LM-215	Us 19/41 Sidepath II	Construct Multiuse Facility along Alignment
LM-216	Thompson Creek Greenway	Construct Multiuse Facility along Alignment
LM-217	SR 20 Sidepath	Construct Multiuse Facility along Alignment
LM-219	East Main St I	Construct Multiuse Facility along Alignment
LM-220	SR 20 Sidepath	Construct Multiuse Facility along Alignment
LM-222	Old Hwy 3 Sidepath	Construct Multiuse Facility along Alignment
LM-232	North 40 Extension	Construct Multiuse Facility along Alignment
LM-MM1	Towaliga River Greenway Model Mile	Construct Multiuse Facility along Alignment

*These tables are a direct copy of the Henry County's Transportation Plan project list, including any discrepancies or errors.

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CHAPTER 7

REPORT OF ACCOMPLISHMENTS



REPORT OF ACCOMPLISHMENTS 2017-2022

ID	Project or Activity Description	Completed (Date)	Currently Underway (Projected completion date)	Postponed (Explanation and when it will be resumed)	Cancelled (Explanation)	Notes
CREATE PUBLIC SPACES AND ENCOURAGE CITY EVENTS FOR COMMUNITY BUILDING						
1	Work with Henry County on MegaSite Area				X	Began work but cancelled when Hampton began to annex properties from the county.
2	Develop and Adopt Economic Development Strategy	2019				Created the Tracks to Progress City of Hampton Economic Development Strategy through ARC's Community Development Assistance Program (CDAP).
3	Install video cameras on Main Street	2019 - 2020				Cameras installed and funded through the general fund and Police Impact Fees
4	Senior Park Design	2023				Phase I completed in 2021; Phase II NTP issued on 3/20/23 and completed on 7/18/23
5	Construct Walking Trails near Coley Park	2019				Walking trail (North Forty Trail) completed in 2019
6	Update CIE Study		2023 (2024)			Study has been funded and will be completed in FY2024
7	Update LCI Master Plan	2022				King, George, and Daniel Streets Revitalization Strategy funded through the LCI program and completed in October 2022

CHAPTER 8

COMMUNITY WORK PROGRAM



COMMUNITY WORK PROGRAM 2024-2028

GF = General Fund; CDAP = Community Development Assistance Program (ARC); SPLOST = Special Local Option Sales Tax
RR = Railroad

#	Project	2024	2025	2026	2027	2028	Responsible Party	Cost	Funding Source
GOAL 1: STIMULATE ECONOMIC GROWTH IN THE HISTORIC DOWNTOWN AREA									
1.1	Leverage the DDA to purchase, rehabilitate/renovate, and sell two buildings	X	X	X			DDA	Varies	DDA
1.2	Recruit two new businesses to downtown				X	X	Main Street; DDA	Staff time	GF
1.3	Update Tracks to Progress Implementation Strategy Policies, Programs, Infrastructure	X					Community Development; Main Street; Consultant	\$10,000	GF
1.4	Implement Infrastructure Improvements for Cherry Street	X	X	X	X		Community Development; Main Street	\$500,000	GF
1.5	Design & install directional signage for parking, city facilities, amenities, etc.	X	X				Community Development; Consultant	\$40,000	GF
GOAL 2: ACTIVELY PURSUE THE RECRUITMENT OF BUSINESSES TO THE CITY									
2.1	Perform a market study to focus business recruitment efforts	X	X	X			Main Street; Economic Development; Hampton Development Authority; Consultant	\$40,000	GF
GOAL 3: PROMOTE AND CREATE A VISUALLY AESTHETIC, SKILLFULLY PLANNED SUSTAINABLE COMMUNITY									
3.1	Establish a Placemaking & Public Art Committee for the city	X					Community Development	Staff Time	GF
3.2	Create a strategic plan for revitalization and rehabilitation of blighted residential areas		X				Community Development; Consultant	\$20,000	GF
3.3	Update Zoning Ordinance to encourage and allow affordable and/or senior housing	X					Community Development	Staff Time	GF
GOAL 4: MAINTAIN AN EFFICIENT TRANSPORTATION NETWORK AND EXPAND MULTIMODAL OPPORTUNITIES									
4.1	Identify Public Spaces In The City Which Can Be Accessible To Networks And Technology		X				Community Development; Consultant	\$10,000	CDAP
4.2	Develop intersection improvement and accessibility plan for the city	X	X				Community Development; Consultant	\$80,000	GF
4.3	Implementation of SR 20 Sidepath partnership with County, GDOT, Developers (Joint Henry/Cities Trails Plan & Comprehensive Transportation Plan)	X	X	X	X	X	Community Development	Staff Time	GF Grants
GOAL 5: INCREASE INTEGRATION OF PARKS AND GREENSPACE AMONG RESIDENTIAL AND COMMERCIAL AREAS									
5.1	Develop a Parks & Greenspace Comprehensive Plan	X	X				Community Development; Consultant	\$100,000	SPLOST
5.2	Design a youth center for active recreation, after school programs, mentoring programs, etc.	X	X				Community Development; Consultant	\$500,000	SPLOST
5.3	Complete CIE Study	X	X				Community Development; Consultant	\$80,000	GF



APPENDIX

HAMPTON DEMOGRAPHICS

POPULATION CHANGE 2010-2020



↑ 19%
8,323

Data Source: U.S. Decennial Census

POPULATION CHANGE COMPARED TO SIMILAR CITIES NEARBY 2010-2020

Lovejoy
↑ 58%
10,122

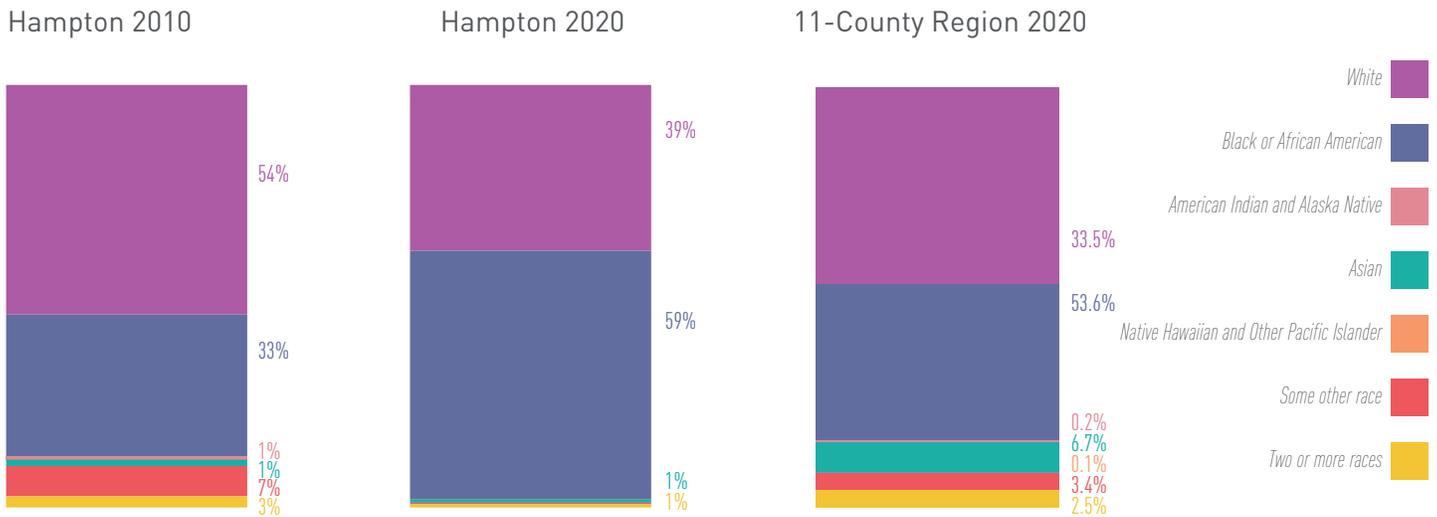
Griffin
0%
23,478

Fayetteville
↑ 19%
18,957

Data Source: US Census Bureau; American Community Survey, 2020

HAMPTON DEMOGRAPHICS

RACIAL COMPOSITION 2010 AND 2020



Data Source: Census Form B02001



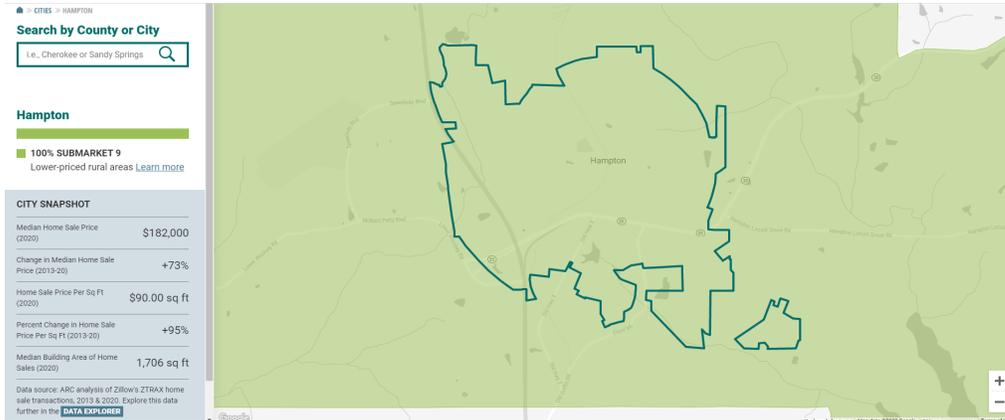
MEDIAN AGE HAMPTON 2020

29.7

Data Source: Census Form S0101

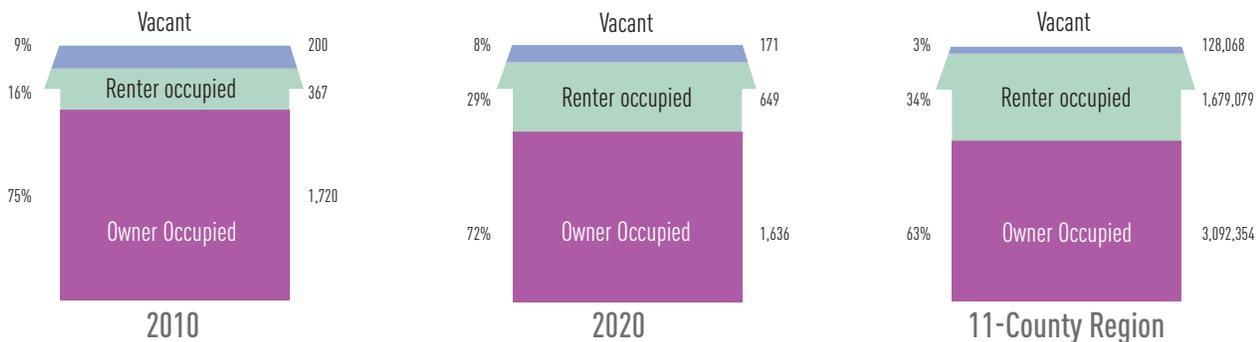
HAMPTON HOUSING

HOUSING STRATEGY INFO



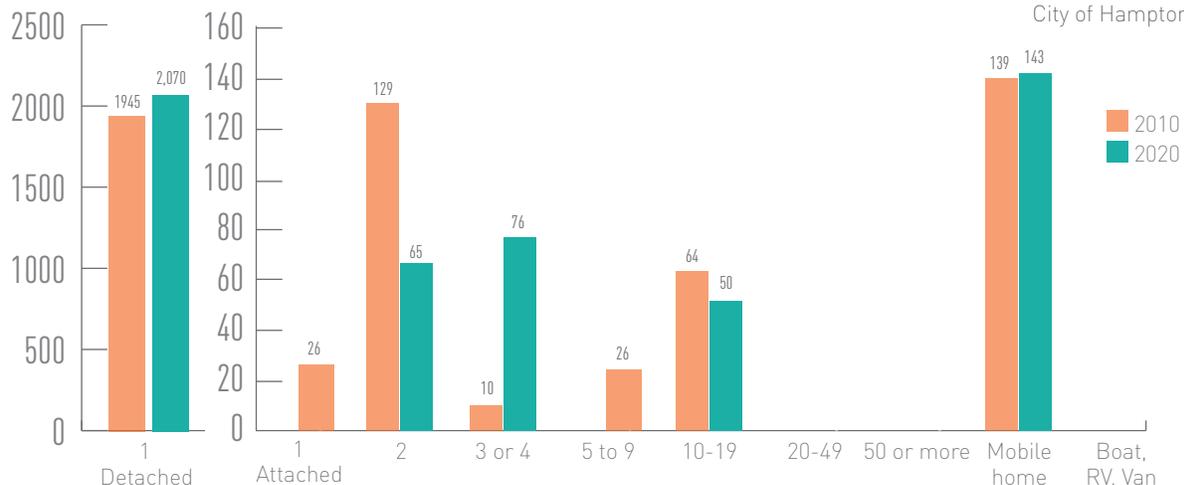
Data Source: Metro Atlanta Housing Strategy (metroatlhousing.org); please note that at the time ARC completed the strategy, the city's boundaries had not changed due to annexation.

HOUSING OCCUPANCY RATE COMPARISONS



Data Source: Census Form H1 & S2501

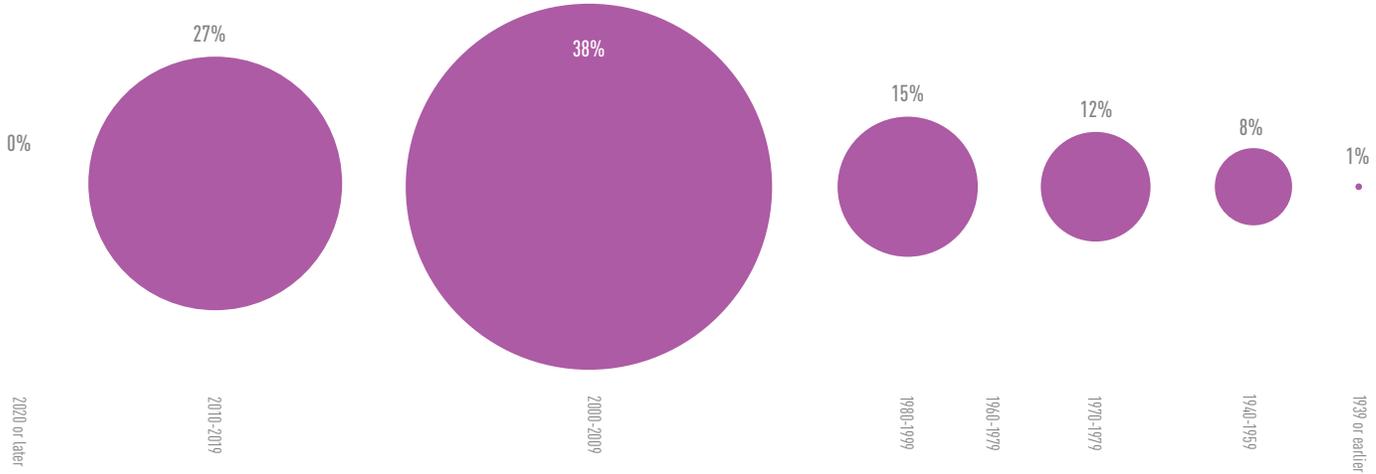
HOUSING TYPE COMPARISON 2010-2020



Data Source: Census Form B25024 and City of Hampton

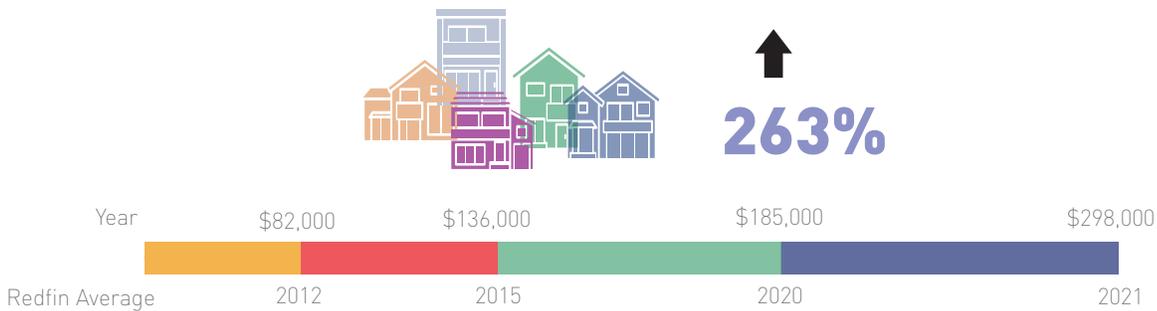
HAMPTON HOUSING

HOUSING AGE MIX



Data Source: Census Form S2504

HOUSING VALUE CHANGE



Data Source: Redfin Home Value Estimates

HOUSEHOLD INCOME DISTRIBUTION COMPARISON: OWN VS. RENT



OWNER OCCUPIED MEDIAN
\$62,250



RENTER OCCUPIED MEDIAN
\$29,036

MONTHLY HOUSING COSTS COMPARISON: OWN VS. RENT



OWNER MEDIAN HOUSING COST
\$1,186

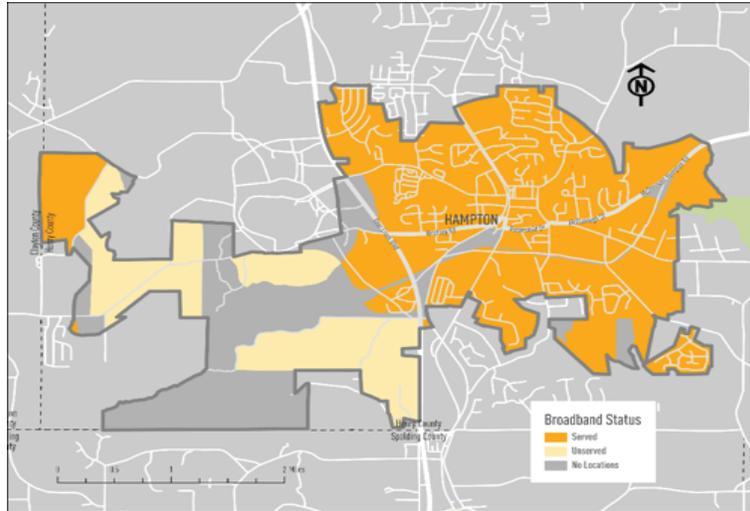


MEDIAN GROSS RENT
\$1,154

Data Source: US Census Bureau; American Community Survey, 2020

HAMPTON ECONOMICS

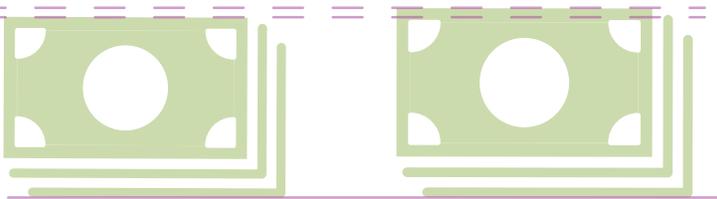
BROADBAND AVAILABILITY



Data Source: 2022 Georgia Broadband Availability Map, Georgia Broadband Program

MEDIAN HOUSEHOLD INCOME CHANGE 2010-2021

\$63,986
\$50,887



MEDIAN HOUSEHOLD INCOME

\$63,986

↑26%

Data Source: Census Form DP03

INCOME DISTRIBUTION 2020 BY BAND



Data Source: Census Form DP03

POVERTY RATE

10.8%

Data Source: Census Form S1701

UNEMPLOYMENT RATE

3.6%

Data Source: Census Form DP03

HAMPTON ECONOMICS

JOBS SECTORS IN HAMPTON - 2019

	Count	Share
Retail Trade	405	12.3%
Health Care and Social Assistance	396	12.0%
Transportation and Warehousing	333	10.1%
Accommodation and Food Services	313	9.5%
Educational Services	288	8.7%
Administration & Support, Waste Management and Remediation	286	8.7%
Manufacturing	190	5.8%
Public Administration	178	5.4%
Wholesale Trade	174	5.3%
Professional, Scientific, and Technical Services	149	4.5%
Construction	135	4.1%
Finance and Insurance	113	3.4%
Other Services (excluding Public Administration)	84	2.5%
Management of Companies and Enterprises	72	2.2%
Real Estate and Rental and Leasing	68	2.1%
Information	62	1.9%
Arts, Entertainment, and Recreation	33	1.0%
Utilities	17	0.5%
Agriculture, Forestry, Fishing and Hunting	5	0.2%
Mining, Quarrying, and Oil and Gas Extraction	1	0.0%

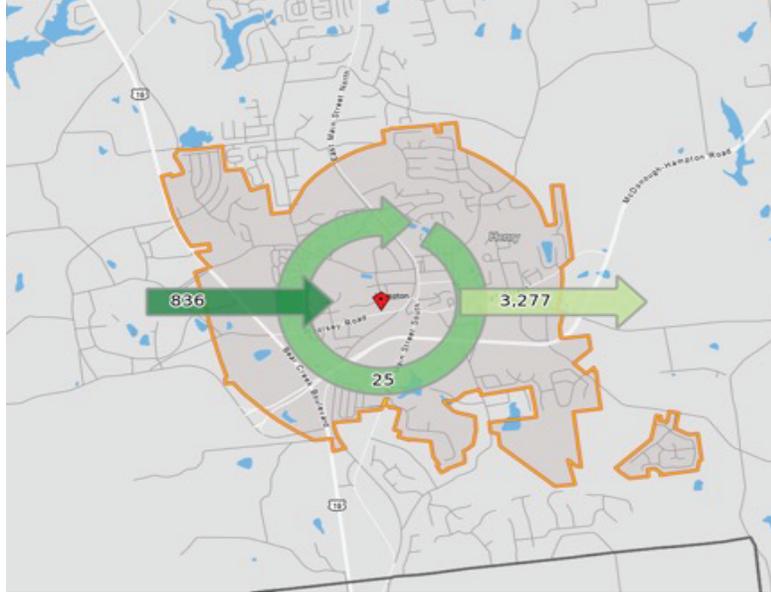
CITY RESIDENTS BY JOB SECTOR - 2019

	Count	Share
Manufacturing	391	45.4%
Accommodation and Food Services	111	12.9%
Health Care and Social Assistance	102	11.8%
Public Administration	81	9.4%
Retail Trade	45	5.2%
Other Services (excluding Public Administration)	25	2.9%
Administration & Support, Waste Management and Remediation	24	2.8%
Transportation and Warehousing	20	2.3%
Educational Services	20	2.3%
Construction	18	2.1%
Information	10	1.2%
Finance and Insurance	6	0.7%
Professional, Scientific, and Technical Services	5	0.6%
Real Estate and Rental and Leasing	2	0.2%
Arts, Entertainment, and Recreation	1	0.1%
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	0	0.0%
Wholesale Trade	0	0.0%
Management of Companies and Enterprises	0	0.0%

Data Source: Census on the Map

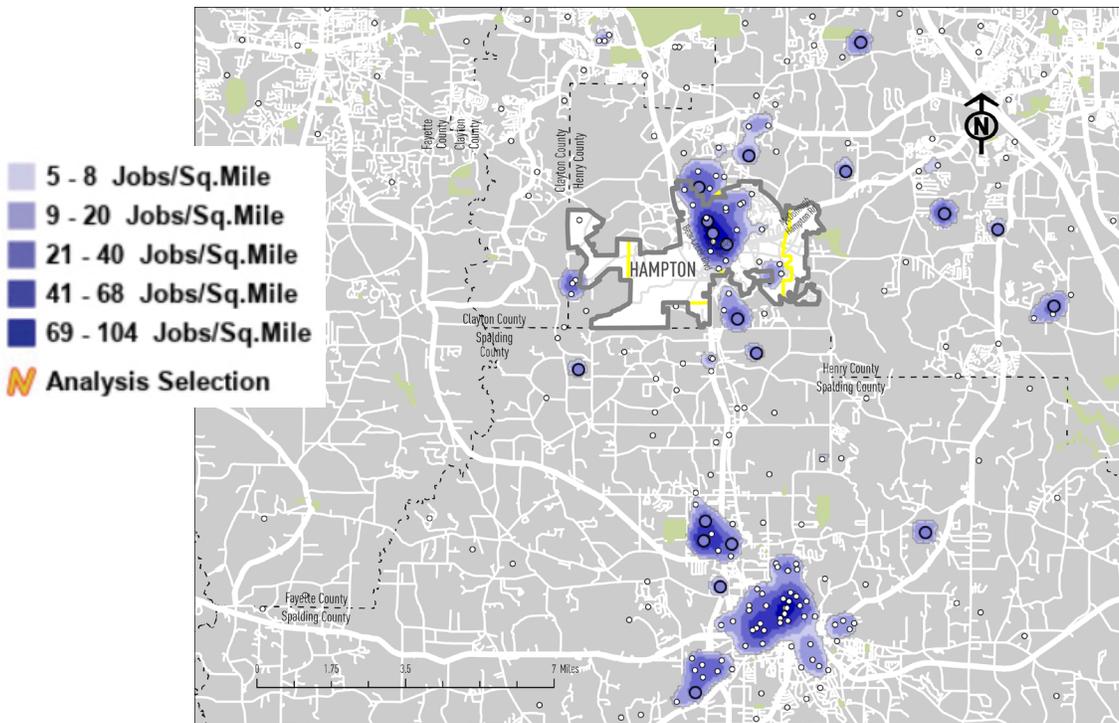
HAMPTON ECONOMICS

COMMUTE IN, LIVE AND WORK IN, COMMUTE OUT



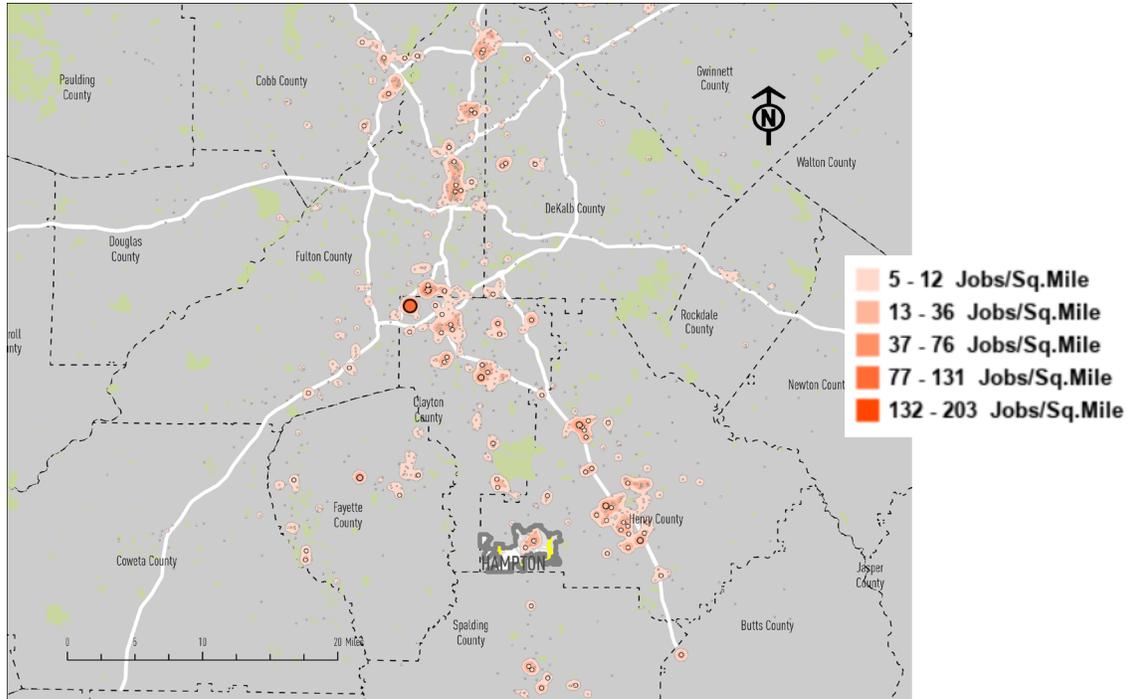
836 Employed in Hampton, Live Outside
3,277 Live in Hampton, Employed Outside
25 Employed and Live in Hampton

WHERE CITY RESIDENTS WORK

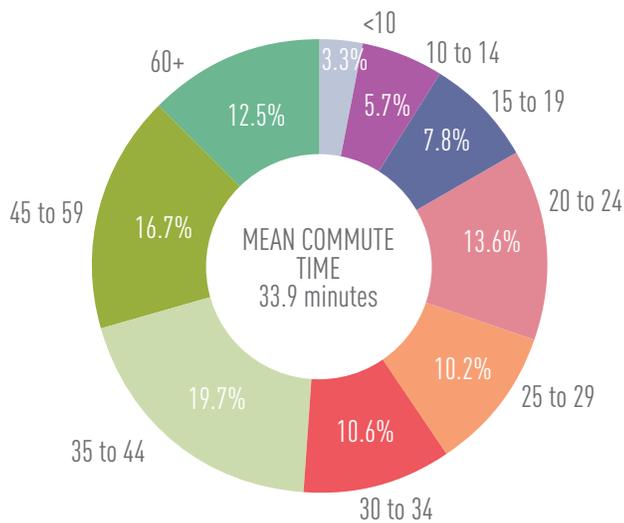


HAMPTON ECONOMICS

CITY WORKERS BY RESIDENCE

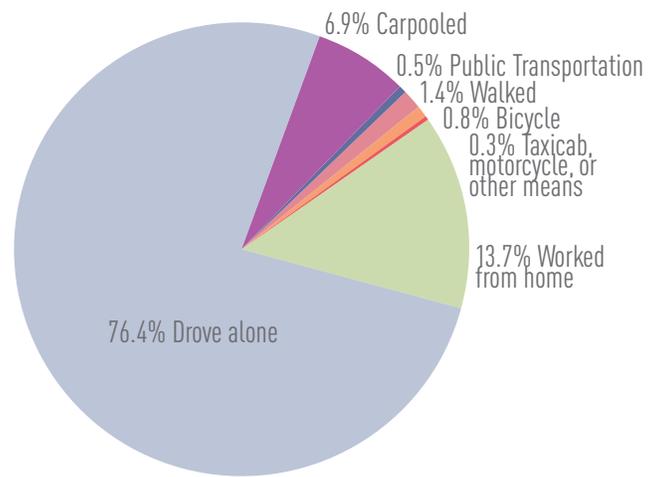


COMMUTE TIME (MINUTES)



Data Source: Census Form S0801

MODES OF TRAVEL



Data Source: Census Form S0801

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Atlanta Regional Commission