



Bainbridge Comprehensive Plan 2010 - 2030



COMMUNITY AGENDA

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INTRODUCTION

The Community Agenda is the third phase in the City of Bainbridge's Comprehensive Plan Update. The Comprehensive Plan is a long-range (20-year) statement of a community's vision for growth, development, and redevelopment. By addressing the entire physical environment of the city and the multitudes of functions, policies, and programs that comprise their day to day workings, the plan seeks to guide the what, when, where, why and how of future physical changes to the landscape of Bainbridge.

The purpose of a Comprehensive Plan is to provide a guide for local government officials and other community leaders for making everyday decisions that are supportive of the community's stated vision for its future. The plan should serve as the local government's guide for assessing development proposals, including rezoning applications and redevelopment plans. For residents, business owners and members of the development community, the plan provides insight into what types of land uses and development are appropriate at various locations throughout the city. Finally, by evaluating various local government functions and services, the plan is a point of reference for government staff in preparing capital improvements programs and associated budgets.

The last full Comprehensive Plan for Bainbridge was completed and adopted in 1992 by the Southwest Georgia Regional Development Center (SWGRDC). In 2004, the city conducted a strategic land use plan along with the adoption of a new zoning ordinance. In 2007 the city conducted a partial Comprehensive Plan update following the updated 2005 Georgia Department of Community Affairs (DCA) planning standards.

In April 2009, the City of Bainbridge selected a consulting firm, Robert & Company, of Atlanta, to complete a new Comprehensive

Plan. As much has changed since 1992, and technology and available information are much improved, this plan establishes a new vision for the city, based on new and relevant information and resources. The 2010 Bainbridge Comprehensive Plan will lay the groundwork for citywide decision making through the year 2030 using relevant current data and both quantitative and qualitative analyses.

The Georgia DCA oversees and provides guidance for local comprehensive planning in Georgia. The department's Standards and Procedures for Local Comprehensive Planning, as updated in May 2005, outline three key components of a comprehensive plan: the Community Assessment, the Community Participation Plan, and the Community Agenda. The Community Assessment document represents an existing condition analysis. This document was completed and reviewed by state and regional agencies in late 2009.

Following the approval of the Community Assessment document, a public outreach process was undertaken in order to gather input on the community's vision for the future of Bainbridge. A steering committee comprised of diverse stakeholders was convened to guide the process. At the same time, a series of public workshops was conducted as a means of engaging the general public. The input gathered from these outreach elements served the foundation for the vision articulated in the Community Agenda document.

The Community Agenda represents the city's vision and plan for the future. Building on the Community Assessment and Community Participation phases, the Community Agenda provides a plan for future land use, policies to guide future development, and specific short term implementation measures.

COMMUNITY ISSUES AND OPPORTUNITIES

The list of issues and opportunities represent both the major problems facing the city and potential strategies for improvement. A preliminary list of issues and opportunities was developed in the Community Assessment phase of the Comprehensive Plan based on professional analysis of existing conditions data. The list of issues and opportunities was then refined through the public outreach process. A workshop was held with the Comprehensive Plan Steering Committee to discuss the major issues facing the community. A similar workshop was then conducted with the general public. A community vision survey was also used to refine the list of issues and opportunities. This community vision survey was distributed in paper form at the public workshop and posted in online format on the city's website.

Population

Issues:

- ❑ Growth in the senior population will lead to increased public service needs geared toward the elderly.

Opportunities:

- ❑ The city may be able to attract growth as a retirement community.

Housing

Issues:

- ❑ Some historic neighborhoods are experiencing conversion of homes into businesses and incompatible infill development.
- ❑ Some neighborhoods within the city have an abundance of dilapidated or sub-standard housing.

- ❑ Some residential areas are located in close proximity to heavy industrial land uses.
- ❑ There will be a need to provide active living or assisted care facilities for senior citizens in order to retain an aging population.
- ❑ Temporary housing is needed for seasonal migrant laborers who work in the County's agricultural harvest.
- ❑ The city's public housing complexes may lead to a geographic concentration of low income households.
- ❑ The vacancy rate increased from 1990 to 2000.
- ❑ Nearly a quarter of Bainbridge's households are cost-burdened, spending 30% or more of their income on housing costs.
- ❑ Three quarters of all housing units in Bainbridge are single-family homes. A greater mix of housing types should be provided.

Opportunities:

- ❑ Waterfront redevelopment may allow the city to attract high-end housing.
- ❑ Historic preservation tax credits may be available to help fund renovation of historic structures.
- ❑ The city's historic design guidelines can serve as the basis for enforcement of infill compatibility.
- ❑ Infill development can be encouraged in areas with existing infrastructure capacity.
- ❑ Targeted code enforcement programs may help stabilize declining neighborhoods.
- ❑ Mixed-income public housing developments and housing voucher programs may help prevent the concentration of low-income residents.
- ❑ Encourage the conversion of suitable existing structures to affordable or subsidized housing.
- ❑ Pursue participation in the Georgia Initiative for Community Housing (GICH) Program.

- ❑ There may be a demand for allowing smaller residential lots (under 5,000) that will increase the stock of affordable workforce housing.

Economic Development

Issues:

- ❑ There are vacant properties suitable for commercial and industrial development.
- ❑ The Georgia Ports Authority inland barge terminal, located in the city, is promoted by the Ports Authority and the Development Authority; however, it no longer serves the need to businesses that require shipping by barge due to the current conditions of the river and Army Corps of Engineers permitting issues.
- ❑ There are hotels within the city to serve regional festivals and events, which is not highly promoted to capture tourism industry.
- ❑ The Commodore Industrial Park is promoted through the Development Authority; however, many parcels are undeveloped.
- ❑ Water and sewer is needed on the periphery of the downtown area to serve and encourage infill development.
- ❑ There are few job opportunities for recent graduates.
- ❑ Unemployment has increased substantially between 2008 and 2009 as the County has been negatively impacted by the national recession.
- ❑ Over a quarter of the population (26.9%) is below the poverty line.
- ❑ More emphasis should be provided in educational opportunities and workforce training to provide the local labor force with additional skills and higher-paying job opportunities.

- ❑ The local economy is heavily tied to manufacturing, which is experiencing a national trend of decline.

Opportunities:

- ❑ Conduct an inventory of vacant infill sites within the downtown area to be added to the Main Street website and also to the DCA Downtown Development/Redevelopment Opportunities in GA webpage, which is to be updated in the near future.
- ❑ Conduct an inventory of vacant industrial sites that are available and promote these to potential prospects.
- ❑ Expand the Heritage Tour of historic homes and increase promotion to capture tourist industry.
- ❑ Continue to promote the development of the 2006 Waterfront Connectivity Master Plan improvements, including the new marina.
- ❑ Expand upon incentives offered to attract businesses to the city and downtown area.
- ❑ Research grants that are available for downtown improvements and pursue them where appropriate.
- ❑ Look at new locations for neighborhood parks as part of the infill strategy.
- ❑ Coordinate efforts with the Chamber of Commerce, Georgia Ports Authority and Tri-Rivers Waterway Development Association to pursue ACOE permitting issues to restore the inland barge terminal use as an economic goal for the City's existing Port.
- ❑ Promote tourism by promoting hotel facilities within the city for regional festivals and events.
- ❑ Consider posting employment opportunities within the city on the Chamber of Commerce website.
- ❑ Recruitment of businesses that could hire local graduates should be expanded.

- ❑ Consider an analysis of extending water and sewer to the periphery of the downtown area to encourage infill development.
- ❑ Seek opportunities to attract industries that help diversify the local economy.
- ❑ Target new and emerging industries that could be an appropriate fit for Decatur County.

Natural and Cultural Resources

Issues:

- ❑ Protection of isolated wetlands, which are not currently protected under existing regulations, should be addressed.
- ❑ Protection for high aquifer recharge should be addressed.

Opportunities:

- ❑ Continue to promote the historic and cultural resources in the city, including historic districts/neighborhoods and sites.
- ❑ The natural beauty of the Flint River and the recreational and cultural opportunities provided in the 2006 Waterfront Connectivity Master Plan should continue to be pursued and promoted.
- ❑ Continue to enforce existing environmental regulations and encourage conservation subdivisions where applicable.
- ❑ Seek significant natural areas to be acquired and preserved for public use.
- ❑ Review other acceptable/established regulations for isolated wetland protection/mitigation for the City to consider and amend the existing regulations if needed.

Community Facilities and Services

Issues:

- ❑ The city currently does not have in-house GIS capabilities.
- ❑ There are few forms of alternative transportation available in the city.
- ❑ Sidewalk and bicycle connectivity, in general can be improved upon.
- ❑ Some parts of the city lack access to parks and recreation.

Opportunities:

- ❑ Pursue GIS services to monitor police calls and incidences of crime which will enable the city to identify and target areas of high crime activity for future improvements; monitor land use and zoning; locate water and sewer facilities, and other areas that are benefited by GIS technology.
- ❑ Expand the Neighborhood Watch program to aid in patrolling the community while simultaneously creating a sense of ownership of neighborhoods among citizens.
- ❑ Continue to follow through with the improvements proposed in the 2006 Waterfront Connectivity Master Plan to enhance sidewalk and pedestrian connectivity in the specified Master Plan areas.
- ❑ Pedestrian and bicycle facility improvements could greatly enhance access, connectivity, and safety for residents to use alternative transportation modes to get to local shopping, schools, and parks.
- ❑ Complete the sidewalk, bike land, and roadway inventory and assessment and prioritize improvements to be made over the short-term (five-year).
- ❑ Take the sidewalk/roadway inventory and compare it to a map identifying schools, public facilities, hospitals, and major employment and shopping areas to identify sidewalk connectivity needs.

- ❑ Area schools are good candidates for implementing 'Safe Routes to Schools' programs.
- ❑ Seek opportunities to better distribute parks throughout the city.
- ❑ Consider demolition of abandoned and/or dilapidated properties on public property that have no historical value and use the land to develop parks or community gardens.
- ❑ Bainbridge's two middle schools will combine at the old Bainbridge High School site. The two buildings that will be vacated by these middle schools present an opportunity for re-use as additional community facilities, including community centers, museums, magnet schools, libraries, senior care, etc.

Land Use

Issues:

- ❑ Sidewalks are required, where appropriate, for new development – but not necessarily required in all development.
- ❑ New development should be sensitive to ecological and natural functions of the streams, wetlands, and drainage channels.
- ❑ Infill development should be carefully guided, especially in the historic neighborhoods in order to preserve the aesthetic integrity of the city.

Opportunities:

- ❑ Ensure that buffers continue to separate residential neighborhoods from commercial and industrial land uses.
- ❑ Consider and plan for land use patterns for the growth areas along U.S. Highway 84 up to the Bainbridge High School site and the associated contiguous area; U.S. Highway 27 South; and the vacant land west of Shotwell Street connector and S.R. 97.

- ❑ A dedicated mixed-use zoning district could create more opportunities for infill development.
- ❑ Bainbridge should consider the joint use of school facilities (athletic facilities, classrooms, auditoriums) for public services during non-school hours and seasons. This provides additional services and facilities with minimal additional construction, administration, and maintenance costs.
- ❑ The opening of the new Bainbridge High School and annexation of Hwy 84 right-of-way provides a desirable location for future growth if adjacent properties are annexed into Bainbridge.

Intergovernmental Coordination

Issues:

- ❑ Comprehensive planning is not done cooperatively between Bainbridge and Decatur County.

Opportunities:

- ❑ Joint planning between Bainbridge and Decatur County should be pursued, since Bainbridge is the economic and population center of the county.
- ❑ The city may wish to identify annexation opportunities based on public services and likely growth areas.

GOALS AND POLICIES

The following statements describe community goals and policies intended to address the City of Bainbridge's issues and opportunities. Under each general goal statement, more specific supportive policies, strategies, and actions are provided.

Population

- Goal: Encourage the growth of Bainbridge as a retirement community.
 - Market the City of Bainbridge as an attractive place to retire.
 - Adapt community facilities and services to accommodate the growing senior population.
 - Encourage the expansion of medical facilities serving the senior population.
 - Provide recreational programs and events geared toward seniors.

Housing

- Goal: Provide for the specialized housing needs of seniors
 - Designate areas within the Future Development Map and Future Land Use Map for senior housing such as master planned communities, active senior living, assisted living, and nursing homes.
- Goal: Provide a mix of housing types in order to meet the needs of a diverse population.
 - Provide zoning categories that allow for a variety of housing styles including single family detached, duplexes, townhomes, condominiums, apartments, and manufactured homes.

- Goal: Provide affordable housing for city residents and workers.
 - Work with non-profit housing providers to develop affordable housing that is compatible with the city's neighborhoods.
 - Provide temporary housing for migrant agricultural workers, such as dormitories and mobile homes.
- Goal: Ensure that public housing complexes do not lead to a geographic concentration of poverty.
 - Promote mixed-income development within new affordable housing.
 - Utilize section-8 voucher program to allow recipients greater choice in housing location.
- Encourage infill housing over development in the rural periphery outside the city.
 - Promote higher density housing in areas of the city where central water and sanitary sewer facilities are present or programmed for improvement.
 - Work with the county to discourage development in areas outside the city that do not have adequate public facilities.

Economic Development

- Goal: Maintain the city's traditional industrial employment base.
 - Work with the Chamber of Commerce and Development Authority to recruit new industries to Bainbridge and Decatur County.
 - Coordinate efforts with the Chamber of Commerce, Georgia Ports Authority, Development

- Authority, and Tri-Rivers Waterway Development Association to pursue ACOE permitting issues to restore the inland barge terminal to use.
- Provide the public infrastructure necessary to serve prospective industrial employers.
- Promote the establishment and expansion of economic sectors that are growing nationally, such as the education and health industries.
 - Provide for the expansion of major institutions in Bainbridge, such as the hospital and university.
 - Research and expand upon incentives offered to attract businesses to the city.
 - Consider the establishment of a business incubator program in order to develop innovative new businesses.
- Goal: Encourage the growth of the tourism industry in order to attract new jobs and residents to the city.
 - Continue to promote the development of the 2006 Waterfront Connectivity Master Plan improvements.
 - Construct proposed improvements to the Boat Basin Park in order to take advantage of proximity to Lake Seminole and Flint River.
 - Promote outdoor recreational events, such as fishing tournaments.
 - Provide opportunities for hospitality industries, such as hotels, recreation, and entertainment uses.
 - Create marketing materials to attract tourists.
- Goal: Work to reduce unemployment in Bainbridge
 - Partner with educational institutions to provide job training programs and technical instruction for local workers.

- Work with the Georgia Department of Labor to provide job placement and workforce development resources.

Natural and Cultural Resources

- Goal: Protect the character of historic neighborhoods.
 - Continue to enforce the Historic Preservation Ordinance, and the work of the Historic Preservation Commission.
 - Maintain and enforce historic district design guidelines.
 - Identify potential historic resources and apply for historic register status.
- Goal: Provide cultural amenities supportive of the city's tourism and hospitality development goals.
 - Hold festivals and cultural events at facilities such as the city amphitheater.
 - Support local arts, cultural institutions, and entertainment venues.
 - Continue to develop waterfront parks and recreational amenities.
- Goal: Protect sensitive environmental features from development.
 - Adopt and implement the environmental regulations recommended in Georgia's Part V Environmental Planning Standards for wetlands, river corridors, and groundwater recharge areas.
 - Prohibit new development within floodplains in order to limit potential damage from flooding.
 - Participate in regional water resource planning for the Flint River Basin.

- Identify and protect plant and animal habitats of rare or endangered species.
- Require environmental review for developments of regional impact (DRIs).
- Goal: Provide greenspace that enhances the aesthetics and livability of the city.
 - Continue to enforce the city's tree protection ordinance.
 - Encourage conservation subdivisions that preserve sensitive environmental features within master planned developments.
 - Encourage landscaping and greenspace within new development.
 - Acquire significant natural areas for public use.
 - Consider demolition of abandoned and/or dilapidated properties that have no historical value for use as parks or community gardens.

Community Facilities and Services

- Goal: Use investments in parks and recreational facilities to enhance development plans.
 - Provide connectivity between downtown and the waterfront.
 - Encourage quality residential development near the city's new waterfront parks and recreational facilities.
 - Identify and acquire suitable land for neighborhood parks within residential redevelopment areas.
- Goal: Encourage compact, efficient development through the provision of community facilities and services.

- Allow for higher density development in areas with existing infrastructure capacity.
- Adopt a growth phasing program based on the planned expansion of sewer infrastructure.
- Designate service areas for community facilities and planned levels of service in order to encourage growth within these areas.
- Require adequate community facilities for the permitting of new development.
- Goal: Utilize modern technology to improve the provision of community services.
 - Maintain modern computer systems that are integrated between city departments.
 - Use Geographic Information Systems (GIS) technology to improve land use planning, development permitting, and public safety.
 - Utilize web-based tools to promote the city and new development opportunities, such as lists of vacant and for sale properties.
- Goal: Maximize the use of existing community facilities
 - Consider adaptive reuse of old middle school locations as additional community facilities, such as community centers, museums, magnet schools, libraries, senior care, etc.
 - Promote joint use of community facilities, such as public recreational programs in school buildings.
 - Renovate the interior of City Hall while maintaining the building's historic façade.

Land Use

- Goal: Through proactive land use planning, promote a balanced mix of land uses to support the economic and social development of the city.
 - Use the Future Development Map as a long-range vision for guiding the character and type of growth in the city.
 - Use the Future Land Use Map and land use policies as the primary basis for zoning decisions.
 - Update and amend the Future Land Use Map when development proposals, individually or cumulatively, result in significant changes.
 - Provide opportunities for a diversity of housing types and densities to increase housing opportunities and support the needs of the population, including permanent and migrant residents.
 - Provide land for a diverse mix of employment and non-residential uses, including commercial, industrial, office-professional, and institutional.
- Goal: Protect established residential neighborhoods from the intrusion of incompatible land uses.
 - In accordance with the Future Development Plan, use appropriate zoning and enforcement to protect established residential neighborhoods from encroachment by incompatible commercial and industrial development.
 - Encourage residential infill development within established neighborhoods that is compatible with existing housing scale and design, particularly in areas where water and sewer infrastructure exists.
- Regulate the location, placement, and other characteristics of manufactured housing to ensure compatibility with existing neighborhoods.
- Goal: Encourage residential redevelopment in neighborhoods with substantial levels of vacant, dilapidated, and sub-standard housing.
 - Delineate Neighborhood Redevelopment Areas within the Future Development Map.
 - Establish an Urban Redevelopment Area for blighted neighborhoods in order to take advantage of Urban Redevelopment Act powers.
 - Maintain strict code enforcement within declining neighborhoods.
 - Consider the conversion of single-family residential to multi-family residential or commercial uses in areas impacted by industrial development.
- Goal: Promote the redevelopment and revitalization of declining strip commercial corridors.
 - Conduct a corridor redevelopment study for Shotwell Street in order to promote mixed use redevelopment of the Bainbridge Mall area.
 - Provide incentives for mixed use redevelopment of declining big box commercial centers.
 - Establish site development standards for highway commercial development appropriate to the small town character of Bainbridge.
 - Establish and enforce appropriate landscape, signage, and buffering regulations to improve the appearance of commercial corridors.

- Goal: Preserve the downtown area as the city’s major trade, service, and government center.
 - Actively seek the growth of business, professional office, government office, and residential development within the CBD.
 - Encourage mixed use development in the city’s central business district that includes retail uses at the sidewalk level with offices and/or living units on the second and third floors.

- Goal: Protect sensitive environments and natural resources from the potentially damaging effects of land development.
 - Protect and establish the undeveloped portions of the Flint River corridor as a nature preserve and a passive recreational resource accessible to all citizens.
 - Prohibit new development of land within areas identified as being within the 100-year floodplain by the Federal Emergency Management Agency (FEMA).

- Develop a recognizable transition between the urban and rural portions of the community.
 - Install gateway signage at key entrance points to the community.
 - Consider scenic corridor designation for major roads leading into the city in order to prevent corridor commercial sprawl.

Transportation

- Goal: Provide enhanced streetscapes and pedestrian amenities in designated walkable districts.
 - Provide sidewalks, street lighting, street furniture, and signage within the city’s traditional downtown core.
 - Provide streetscape improvements as an incentive for mixed use redevelopment of aging commercial corridors.
 - Encourage safe routes to schools and public institutions.

- Goal: Coordinate road improvements with desired development patterns.
 - Improve roads that reroute industrial traffic around residential areas.
 - Consider the creation of new roads within mixed use redevelopment areas in order to increase connectivity, break up large superblocks, and improve the pedestrian environment.

- Goal: Ensure that vehicular traffic does not harm the residential nature of neighborhoods.
 - Utilize traffic calming devices, such as speed humps and bulb-out curbs to minimize the impact of traffic in neighborhoods.

- Promote connectivity within new development and redevelopment areas in order to avoid traffic “bottle necks” and improve safety.
 - Require at least two access points for large new suburban subdivisions.

- Encourage new development in and adjacent to the city's Traditional Neighborhoods to connect in to the established street grid.
- Encourage transportation corridors that support multiple modes of transportation.
 - Provide sidewalks on major arterials where pedestrian accessibility is desired.
 - Identify bicycle routes throughout the city on secondary streets parallel to arterial roads and mark with signage.
 - Develop bicycle lanes on arterial roads where parallel secondary routes are not feasible.
- Improve traffic safety along major arterials.
 - Identify high crash intersections and consider operational improvements to address safety issues.
 - Provide pedestrian safety amenities, such as crosswalks on major arterials.
 - Promote access management and interparcel connectivity along Highway Commercial corridors in order to reduce the number of driveways on major roads.

Intergovernmental Coordination

- Goal: Coordinate plans for future development with Decatur County in order to manage growth on the fringes of the city.
 - Encourage a relatively compact town-level density within the city that is surrounded by a rural landscape of farms and low-density development.
 - Encourage Decatur County to establish zoning regulations that are complementary to the City of Bainbridge zoning regulations in order to promote

- quality development standards in both the county and city.
- Encourage growth management within areas identified as "Suburban Developing" in order to prevent conflicts between residential development and agriculture.
- Identify areas planned for annexation based on fiscal impacts, community facility plans, and growth management needs.
- Goal: Coordinate the provision of community facilities between the city and county.
 - Maintain updated Service Delivery Strategy (SDS) agreements between the city and county.
 - Identify unincorporated islands for annexation in order to facilitate efficient community services.

FUTURE DEVELOPMENT PLAN

Introduction

The land use planning process as required by the Georgia Department of Community Affairs (DCA) minimum standards for comprehensive planning begins with an analysis of existing conditions included in the Community Assessment element of the plan. The analysis of existing development patterns includes a detailed parcel-based existing land use survey, a generalized “character areas” analysis, and a map of “areas requiring special attention.” Thus, the existing conditions element employs an inductive method to create generalizations about land use patterns and trends.

The future development plan brings the land use planning process full circle by employing a deductive method of decision making. First, the generalized Character Areas Map and Areas of Special Attention Map were used as public outreach tools to engage with citizens and stakeholders. Future development charrettes were held for both the steering committee and the general public. The land use recommendations produced in this series of public meetings form the basis of the Future Development Map and its corresponding narrative of land use goals and policies. The Future Development Map represents a generalized future land use concept for long range planning. Finally, a detailed, parcel-based Future Land Use Map was created based on the general vision of the Future Development Map.

Future Development Narrative

The Future Development Narrative provides a vision for development patterns throughout the city’s distinct character areas. The narrative provides a detailed description of each future development category found on the Future Development Map

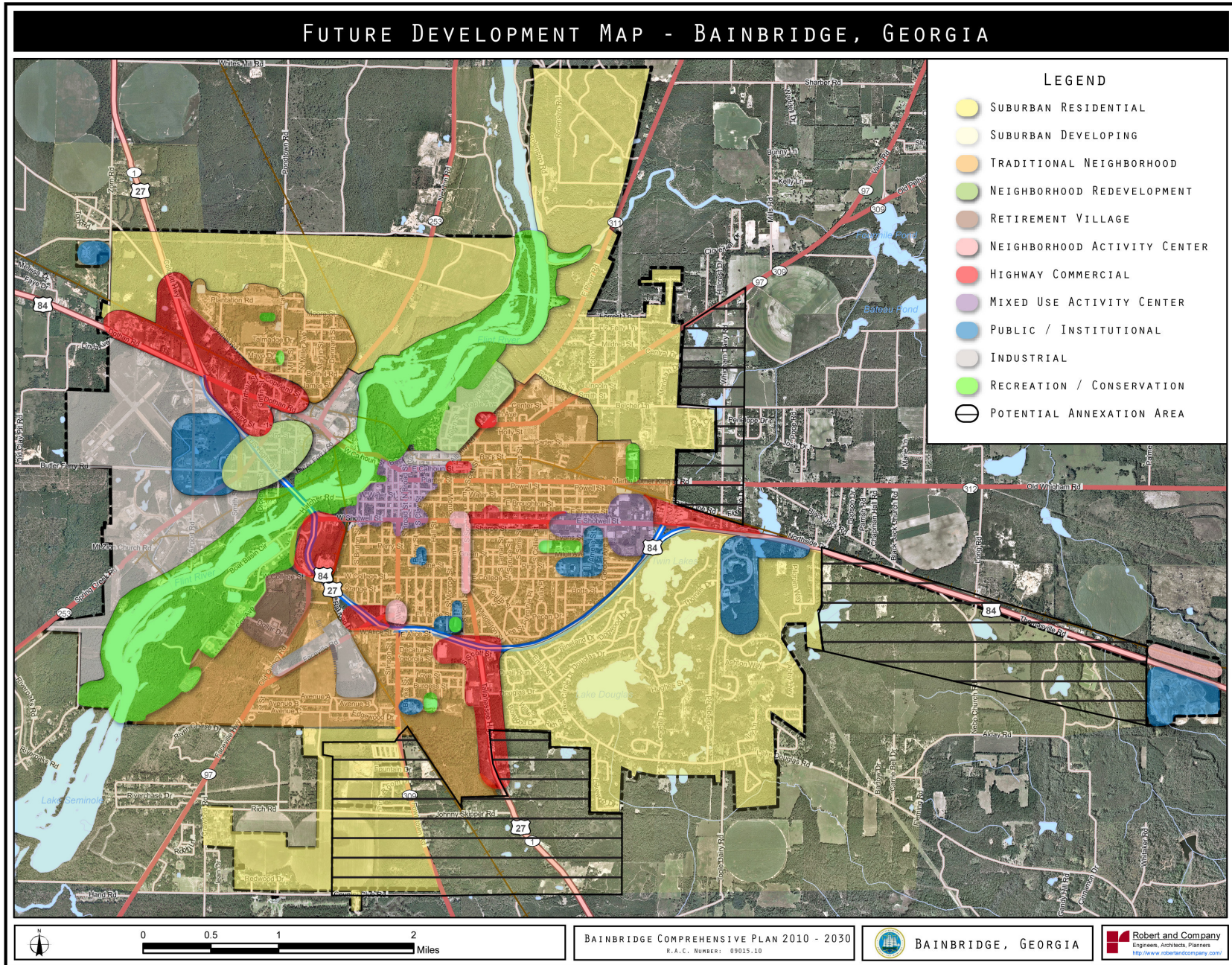
(See Figure 1). The Future Development Narrative includes pictures to provide a readily-accessible visual representation of desired types of future development. While these pictures are not intended to represent specific developments, each picture serves as an example of preferred land use patterns.

Since the categories included in the Future Development Map are generalized, the land uses permitted within each district have been classified as either by-right or conditional. This approach allows for the inclusion of a diverse mix of uses appropriate for a livable community. The intent is to encourage neighborhoods and business districts that are self-contained, rather than single-use “Euclidian” zones. While providing for a flexible list of potential uses, the Bainbridge Community Development Department will review specific development proposals against the allowable appropriate range of uses. Elected officials have the authority to permit the least intensive uses listed within each area as deemed appropriate on a case-by-case basis. The Future Development Map represents the city’s long-range vision for future growth and development. As such, development trends outside of the city limits have been identified, along with potential annexation areas.

The Future Development Narrative contains a review of Georgia’s Quality Community Objectives. Each future development area discussion includes a listing of those Quality Community Objectives addressed within the area.

Finally, the Future Development Narrative includes recommended implementation measures which can be applied in order to achieve the desired vision for each area. As with the recommended land uses, implementation policies listed for each future development area represent a toolbox of possible strategies. More detail on recommended implementation measures is available within the DCA planning toolbox and model codes.

Figure 1 – Future Development Map 2010-2030, City of Bainbridge, GA



Suburban Residential

Suburban Residential areas are composed of almost exclusively residential land uses. Suburban Residential represents the lowest density of residential development within the City. These neighborhoods feature a high degree of building separation, with the majority of dedicated open space held privately. The collective ownership of open space is often managed by homeowners associations within these areas.

As the city grows and develops, Suburban Residential neighborhoods must be protected from the encroachment of traffic and incompatible uses. On the other hand, small civic and public buildings such as neighborhood churches and schools may be compatible with Suburban Residential neighborhoods. Civic uses provide areas for assembly, religious services, education, and public services which are supportive of a cohesive residential community. Likewise, parks and recreational facilities provide an amenity compatible with the residential character of suburban neighborhoods. However, large churches and public facilities which generate a high level of traffic are not compatible with suburban neighborhoods.

Suburban Residential neighborhoods are often characterized by cul-de-sacs and curvilinear street patterns designed to discourage cut-through traffic. Additional traffic calming devices, such as speed humps, bulb-out curbs, and crosswalks may also be implemented in order to minimize the adverse impacts of auto traffic. Pedestrian amenities, such as sidewalks, trails, and street lighting should also be encouraged in all new development in order to promote physical activity and decrease the reliance on automotive travel. New Suburban Residential subdivisions should be encouraged to provide more than one point of entrance and egress in order to promote connectivity and avoid bottlenecks.

Currently, the Twin Lakes area of southeast Bainbridge is the largest Suburban Residential neighborhood within the City. However, there are additional suburban-style subdivisions that have been developed in northeast Bainbridge along GA-97/309. Strikingly, although the Twin Lakes neighborhood represents the most affluent neighborhood in the City, many of the homes in this area are developed within the floodplain. In the future, development within flood prone areas should be prohibited. Conservation subdivisions and master planned communities may allow for some flood prone areas to be maintained as public greenspace serving adjacent neighborhoods.



Single-Family Home



Suburban Cul-de-Sac Neighborhood



Single-Family Homes on Large Lots

Appropriate Land Uses

- ❑ Single-Family Detached Residential

Conditional Land Uses

- ❑ Civic / Public / Church
- ❑ Parks / Recreation / Greenspace

Quality Community Objectives Addressed

- ❑ Traditional Neighborhood
- ❑ Sense of Place
- ❑ Heritage Preservation
- ❑ Open Space Preservation

Implementation Measures

- ❑ Screening and Buffering Requirements between Neighborhoods and Surrounding Commercial/Industrial Uses
- ❑ Home Ownership and Maintenance Programs
- ❑ Buyer Education and Counseling
- ❑ Strict Code Enforcement
- ❑ Sidewalks and Pedestrian Linkages to Community Facilities and Amenities
- ❑ Roadway Safety Improvements
- ❑ Traffic Calming
- ❑ Infill Development Program to Regulate Compatibility of New Development in Established Neighborhoods (e.g. DCA Model Code 3-10)
- ❑ Conservation Subdivisions
- ❑ Tree Conservation and Replanting
- ❑ Floodplain Management
- ❑ Erosion and Sedimentation Controls

Suburban Developing

In addition to the city's existing Suburban Residential neighborhoods, there are several areas outside of the Bainbridge city limits that are likely to experience development pressure within the planning horizon. While these areas are currently within the unincorporated county, it is important to recognize emerging development trends that have the potential to impact the city.

Land uses and development patterns within Suburban Developing areas are likely to be similar to the city's existing Suburban Residential neighborhoods. These areas are likely to develop as single-family detached residential with some greenspace and civic uses. Street layouts and accessibility within Suburban Developing Areas are likely to follow typical suburban patterns of curvilinear streets with cul-de-sacs. As with the existing Suburban neighborhoods, connectivity and pedestrian amenities should be encouraged.

Generally, the south side of the city is viewed as a prime area for development by most citizens and stakeholders interviewed. Specifically, the area between the Twin Lakes neighborhood and the new Bainbridge High School is likely to face development pressure due to its proximity to high-end homes and new community facilities. The area along Tallahassee Highway (US-27) is also likely to experience development pressure due to its proximity to new commercial development and its location along the primary route to Tallahassee. Finally, areas along the Flint River are also likely to experience development pressure, since many developers see water resources as a recreational and greenspace amenity.

While the city recognizes the trend toward residential development in outlying areas, infill development is encouraged

over residential sprawl into the unincorporated county. The inclusion of this category in the plan should not be interpreted as a commitment to extend city utilities to isolated new subdivisions. As described within the Potential Annexation Areas category, the city intends to assess the fiscal impacts of proposed annexations. A program of planned improvements to public infrastructure should be published in order to encourage development in areas with service capacity. Similarly, designated urban service areas can provide developers with clarified expectations of future community facilities.

While the city should try to capitalize on nearby natural resources and amenities to attract quality residential development, careful management of resources should be practiced. Development within the floodplain should be prohibited. Conservation subdivisions and master planned communities may allow for some flood prone areas to be utilized as public greenspace serving adjacent neighborhoods. Strategies such as conservation easements and purchase of development rights may be employed as a means of protecting sensitive natural resources.

Suburban development within agricultural should be carefully managed to ensure that residential uses do not conflict with farming. Required buffers between agricultural uses and new residential areas can help prevent such land use conflicts. Agricultural zoning and large lot zoning can be used as a means of discouraging intensive residential development in areas unsuitable for development.

Appropriate Land Uses

- Rural Residential
- Agricultural

Conditional Land Uses

- Suburban Residential
- Master Planned Communities
- Civic / Public / Church
- Parks / Recreation / Greenspace

Quality Community Objectives Addressed

- Traditional Neighborhood
- Sense of Place
- Open Space Preservation
- Infill Development
- Housing Opportunities

Implementation Measures

- Large Lot Zoning
- Agricultural Zoning
- Agricultural Buffers
- Agricultural Land Use Regulations (See DCA Model Code 4-1)
- Conservation Easements
- Purchase of Development Rights
- Infrastructure Phasing Program and Strategic Location of Community Facilities
- Urban Service Areas
- Fiscal Impact Analysis of Growth
- Sidewalks and Pedestrian Linkages to Community Facilities and Amenities
- Conservation Subdivisions
- Tree Conservation and Replanting
- Floodplain Management
- Erosion and Sedimentation Controls

Traditional Neighborhood

Traditional Neighborhoods within the City of Bainbridge offer a range of housing options at a slightly higher density than Suburban Neighborhoods. Although Traditional Neighborhoods are predominantly single-family detached residential, some attached housing may be appropriate within these districts, such as duplexes, townhomes, condominiums, and apartments. However, attached housing options should be carefully reviewed on a case-by-case basis for appropriateness within these areas, particularly within the city's historic districts. In addition to residential development, land uses such as parks, greenspace, small civic uses, small-scale office, and neighborhood commercial may be compatible with Traditional Neighborhoods. Historically, corner stores, small churches, and neighborhood schools have been included within the traditional neighborhood fabric. However, auto-oriented commercial and large-scale civic uses are not compatible with traditional neighborhoods, due to traffic impacts.

Because many Traditional Neighborhoods were developed before the automobile era (Pre-WWII), they often include high pedestrian orientation. Traditional Neighborhoods often feature pedestrian amenities such as sidewalks, street trees, and street furniture. Likewise, features such as on-street parking, small regular lots, and buildings oriented toward the front of the property line make Traditional Neighborhoods pedestrian friendly. Additional pedestrian and bicycle amenities should be provided within Traditional Neighborhoods in order to further enhance walkability.

Street connectivity within Traditional Neighborhoods is often greater than Suburban Residential areas. Grid street patterns are typical within Traditional Neighborhoods. While this compact, pedestrian-oriented form of development provides excellent access, traffic calming may be necessary to minimize the impact of cut-through traffic.

As noted within the Community Assessment document, the majority of older residential areas within Bainbridge can be classified as Traditional Neighborhoods.

New and expanded Traditional Neighborhoods should strive to maintain the walkability, connectivity, and grid street pattern of the city's older neighborhoods. Traditional Neighborhoods should allow for accessibility to nearby civic, commercial, and recreational amenities. As medium-density residential districts, new Traditional Neighborhoods should



Traditional Neighborhood Development: Small Setbacks, Sidewalks, and On-Street Parking



Neo-Traditional Development



Cluster homes

be permitted in areas with existing or planned infrastructure capacity. For example, the area between Old Quincy Highway, Faceville Highway, and the Flint River has been recommended as a new Traditional Neighborhood, since it is planned for sewer expansion and is in close proximity to city recreational amenities.

Appropriate Land Uses

- ❑ Single-Family Detached Housing
- ❑ Traditional Neighborhood Development
- ❑ Parks / Recreation / Greenspace

Conditional Land Uses

- ❑ Duplexes
- ❑ Townhomes
- ❑ Condominiums
- ❑ Apartments
- ❑ Senior Housing
- ❑ Civic / Public / Church
- ❑ Neighborhood Commercial

Quality Community Objectives

- ❑ Traditional Neighborhoods
- ❑ Infill Development
- ❑ Housing Choices
- ❑ Sense of Place

Implementation Measures

- ❑ Strict Code Enforcement
- ❑ Home Ownership and Maintenance Programs
- ❑ Screening and Buffering Requirements between Neighborhoods and Surrounding Commercial/Industrial Uses
- ❑ Buyer Education and Counseling
- ❑ Cluster Development (e.g. DCA Model Code 4-7)

- ❑ Sidewalks and Pedestrian Linkages to Trail System
- ❑ Roadway Safety Improvements
- ❑ Traffic Calming
- ❑ Historic Preservation (e.g. DCA Model Code 2-7)
- ❑ Planned-Unit Development
- ❑ On-Street Parking
- ❑ Design and Construction Standards
- ❑ Infill Development Program to Regulate Compatibility of New Development in Established Neighborhoods (e.g. DCA Model Code 3-10)
- ❑ Traditional Neighborhood Development – Comprehensive TND Ordinance
- ❑ TND Floating Districts
- ❑ TND Site Specific Requirements
- ❑ Conservation Subdivisions
- ❑ Tree Conservation and Replanting

Neighborhood Redevelopment Areas

Neighborhood Redevelopment Areas within the City of Bainbridge are older residential areas that have suffered significant deterioration of housing conditions due to low rates of homeownership, neglect of property maintenance, disinvestment, and abandonment. The proliferation of dilapidated, vacant, and abandoned properties in these areas requires concerted efforts to encourage redevelopment.

Existing land uses and development patterns within Neighborhood Redevelopment Areas are similar to those of the city's Traditional Neighborhoods. These neighborhoods are predominantly single-family residential with a scattered mixture of other housing types. The layout of these neighborhoods follows the traditional grid street pattern with houses set relatively close to the street. Many of the streets in these neighborhoods are narrow with little or no pedestrian amenities.

While several neighborhoods throughout Bainbridge were identified as needing improvement and stabilization within the Community Assessment document, only two neighborhoods have been classified as Redevelopment Areas within the Future Development Narrative. First, the neighborhood surrounding the intersection of Spring Creek Road and the bypass (US-84/US-27) in West Bainbridge has been identified as a Neighborhood Redevelopment Area within this plan, as well as in the city's previous strategic land use plan. In addition to having a significant number of vacant and dilapidated structures, the viability of this neighborhood is impacted by its close proximity to industrial land uses on all sides. Next, the neighborhoods adjacent to the Bainbridge Municipal Cemetery have also been identified as a redevelopment area. This area consists of numerous bungalows and "shotgun-style" homes set on small parcels.

While these neighborhoods face significant challenges, both also have the potential for redevelopment and revitalization. The redevelopment strategy for these areas should focus on preserving and rehabilitating what remains of the original housing stock, while rebuilding, on the remaining land, a new, attractive neighborhood following the principles of traditional neighborhood development. Land uses within both neighborhoods are expected to remain primarily residential, although some higher density residential may be necessary in order to encourage redevelopment.



Dilapidated, Abandoned Home



"Shotgun" Bungalow

The neighborhood along Spring Creek Road does have redevelopment potential as commercial and industrial because of its access to the US-84/US-27 bypass and its proximity to surrounding industrial land uses. Proposals for commercial and industrial conversion in this area should be considered, provided that they are supported by neighborhood residents and property owners.

- ❑ Brownfield Remediation

Appropriate Land Uses

- ❑ Single-Family Detached Housing
- ❑ Traditional Neighborhood Development
- ❑ Parks / Recreation / Greenspace
- ❑ Civic / Public / Church

Conditional Land Uses

- ❑ Duplexes
- ❑ Townhomes
- ❑ Condominiums
- ❑ Apartments
- ❑ Senior Housing
- ❑ Neighborhood Commercial

Implementation Measures

- ❑ Land Assembly for Redevelopment
- ❑ Establish Urban Redevelopment Area Under Georgia Redevelopment Powers Act
- ❑ Tax Allocation District for Redevelopment Financing
- ❑ Rehabilitation Codes
- ❑ Strict Code Enforcement
- ❑ Home Ownership and Maintenance Programs
- ❑ Screening and Buffering Requirements between Neighborhoods and Surrounding Commercial/Industrial Uses
- ❑ Buyer Education and Counseling

Retirement Village

Senior housing represents an important opportunity for growth in the City of Bainbridge. The demographic trend of growing older populations will create increased demand for senior housing as the “baby boomer” age cohort reaches retirement. In addition, South Georgia has now become a destination for retirees seeking to avoid the high taxes of Florida.

Specialized housing, amenities, and community services are required to support and attract senior populations and retirement community development. While many cities and counties enact zoning that favors single-family detached housing, senior residents often prefer attached housing options that do not require extensive yard maintenance. Thus, townhomes, condominiums, and apartments often better serve senior populations than exclusively single-family detached neighborhoods. Many active retirement communities are master planned to include amenities that promote exercise, wellness, and social interaction. Alternatives to automobile travel, such as transit access and sidewalks may be helpful for seniors who do not drive. Likewise, a mixture of land uses, such as nearby neighborhood commercial, civic, and recreational uses can benefit seniors. Assisted living facilities may require specialized zoning that allows for group quarters institutional/commercial living arrangements. Access to quality medical care also represents an important factor in providing for and attracting senior populations.

An area adjacent to Old Quincy Road and Dollar Drive had been identified as a potential location for retirement community development. This area has several existing assisted living and nursing home facilities along with close proximity to the city’s recreational amenities. This area can support increased density, since it has been programmed for sewer improvements.



Townhomes



Condominiums



Assisted Living Facility

Appropriate Land Uses

- ❑ Active Senior Communities
- ❑ Master Planned Communities
- ❑ Assisted Living Facilities
- ❑ Nursing Homes
- ❑ Townhomes
- ❑ Condominiums
- ❑ Apartments
- ❑ Civic / Public / Church
- ❑ Parks / Recreation / Greenspace

Conditional Land Uses

- ❑ Neighborhood Commercial
- ❑ Medical Office

Quality Community Objectives

- ❑ Traditional Neighborhoods
- ❑ Infill Development
- ❑ Housing Choices
- ❑ Sense of Place
- ❑ Transportation Alternatives

Implementation Measures

- ❑ Home Ownership and Maintenance Programs
- ❑ ADA Accessibility Standards
- ❑ Pedestrian Amenities and Street Furniture
- ❑ Transit/Transportation Access
- ❑ Design and Construction Standards for Seniors
- ❑ Public Gathering Spaces and Recreational Amenities
- ❑ Accessibility to Neighborhood Commercial
- ❑ Roadway Safety Improvements
- ❑ Traffic Calming

Neighborhood Activity Center

Neighborhood Activity Centers are neighborhood focal points with a concentration of neighborhood-scale commercial, civic, and public activities. Retail and services within Neighborhood Activity Centers are intended to be local-serving. Development within these areas is encouraged to be pedestrian-oriented and compatible with surrounding single-family residential areas. Auto-oriented land uses, such as gas stations, car washes, and drive-through windows should be prohibited within Neighborhood Activity Centers.

Neighborhood Activity Centers represent a smaller scale of intensity than Highway Commercial. These areas are of limited scale in order to control adverse impacts on surrounding neighborhoods. Neighborhood Activity Centers are typically less than 10 acres in total area, with small-scale commercial establishments totaling less than 10,000 square feet in size. Office and retail uses within Neighborhood Activity Centers should be limited to a maximum of two stories.

Neighborhood Activity Centers are normally found at the intersection of collector streets which serve residential areas. Existing Neighborhood Activity Centers are located on Scott Street between Shotwell and College and on S. West Street near the bypass. Limiting such uses to collectors minimizes traffic on local streets. Small offices will also play an important role in the city's future development. Residential houses located along busy corridors may benefit from adaptive reuse as small offices and neighborhood commercial.

Commercial buildings within Neighborhood Activity Centers should be oriented to streets that are easily accessible from adjacent neighborhoods. Buildings should have minimal front setbacks for easy accessibility by pedestrians. Building entrances should be oriented toward streets; corner buildings should have corner entrances whenever possible. When it is not practical or reasonable to orient building entrances toward existing streets, a new "shopping street" with sidewalks and pedestrian amenities can be created within the retail center. Developments should include sidewalks with a street furniture zone. Parking and vehicle drives should be located away from building entrances, and not allowed between a building entrance and the street. Surface parking should be oriented behind or to the side of buildings. Landscaped buffering should be provided between parking lots, adjacent sidewalks, and adjacent residential land uses.



Neighborhood Café Adjacent to Residential



Neighborhood Drug Store



Neighborhood Commercial Oriented Towards the Street with Parking in the Rear.

Appropriate Land Uses

- ❑ Neighborhood Commercial
- ❑ Small Mixed Use Development
- ❑ Low Rise Office/Professional
- ❑ Civic / Public / Church
- ❑ Parks / Public Plazas

Quality Community Objectives Addressed

- ❑ Traditional Neighborhoods
- ❑ Appropriate Business
- ❑ Infill Development
- ❑ Employment Options
- ❑ Sense of Place

Implementation Measures

- ❑ Limited Development Intensity (10,000 square feet)
- ❑ Restrict Automobile-Dependent Land Uses
- ❑ Negotiate Shared Parking Agreements
- ❑ Set Maximum Parking Limits
- ❑ Traffic Calming
- ❑ Pedestrian Oriented Design
- ❑ Design Guidelines
- ❑ Reduced Building Setbacks
- ❑ Signage Regulations
- ❑ Screening and Buffering Requirements between Commercial and Residential
- ❑ Transitional Uses between Commercial and Surrounding Neighborhoods

Highway Commercial

Highway Commercial districts are community focal points containing a mix of commercial, professional, civic, and public uses. Highway Commercial districts are designed to accommodate commercial uses serving several adjacent neighborhoods. Highway Commercial districts have been established along major arterials and at key intersections where development nodes can be supported by the regional transportation network.

Existing Highway Commercial districts are located near interchanges of the US-84/27 bypass. In East Bainbridge, the Shotwell Corridor has served as a major destination for large-scale auto-oriented retail. While much of this corridor remains auto-oriented, mixed use redevelopment is recommended for the area between the Mall of Bainbridge and the bypass (See Mixed Use Activity Center discussion). Newer Highway Commercial development has emerged along Tallahassee Highway south of the bypass. In West Bainbridge, semi-industrial Highway Commercial development is found along Dothan Road and Colquitt Highway.

While Highway Commercial districts are more automobile-oriented than Neighborhood Activity Centers, basic access and safety should be provided for pedestrians. Internal circulation within Highway Commercial developments should be clearly delineated with linkages to adjacent commercial properties. Access management techniques should also be employed in order to limit the number of driveways and curb cuts leading onto major roads.

A transition in building scale and land use type should be provided between higher intensity uses and adjacent residential areas. Public/institutional and multi-family housing may serve as a transition between Highway Commercial and lower-density neighborhoods. This transition in uses removes such high intensity centers from single family neighborhoods and serves to buffer nearby neighborhoods. In addition, more intense uses should be focused on those properties in the center of the Highway Commercial districts and away from existing residential development.



Auto-Oriented Commercial Development
in a Shopping Center



Commercial Strip Development Providing
Pedestrian Access



Auto-Oriented Development as a Free
Standing Structure

Large-scale “big box” commercial uses and strip shopping centers should be designed and constructed with future adaptive reuse in mind. Because large Highway Commercial buildings often have an economic lifespan shorter than their surrounding neighborhoods, it is important to plan for retrofitting in advance in order to avoid future commercial vacancy and blight. For example, features such as punch-out window holes can be incorporated into big box buildings in order to increase redevelopment potential. Likewise, large-scale shopping centers should be designed to allow for potential future subdivision and transportation access. For instance, some retrofitting strategies prohibit utility lines from cutting diagonally across parking areas in order to allow for potential future internal roads.

Appropriate Land Uses

- ❑ General Commercial
- ❑ Office / Professional
- ❑ Civic / Public / Church

Conditional Land Uses

- ❑ Mixed Use Development
- ❑ Multi-Family Residential

Quality Community Objectives Addressed

- ❑ Appropriate Business
- ❑ Infill Development
- ❑ Employment Options
- ❑ Regional Identity
- ❑ Sense of Place

Implementation Measures

- ❑ Encourage Alternatives to or Reuse of Big Box Retail Development
- ❑ Corridor Design Guidelines
- ❑ Buffering between Commercial Uses and Surrounding Neighborhoods
- ❑ Signage Regulations
- ❑ Parking Design Standards
- ❑ Negotiate Shared Parking Agreements
- ❑ Redesigning Off-Street Parking Facilities for Interparcel Connectivity
- ❑ Access Management
- ❑ Pedestrian Safety Improvements Near Hospitality Uses
- ❑ Provide More Public Transit Opportunities
- ❑ Connect Commercial Centers with Surrounding Residential Neighborhoods Through Pedestrian Connectivity.
- ❑ Promote Nodal Development of Commercial Centers
- ❑ Tree Conservation and Replanting

Mixed Use Activity Center

Mixed Use Activity Centers are major community focal points that include a relatively high-density mix of retail, office, civic, residential, and recreational uses. This mixture of uses should provide for a self-sufficient livable center. Residential development in these areas should be primarily attached multi-family housing, with ground-floor retail, service, or office uses. Development within Mixed Use Activity Centers should be very pedestrian-oriented, with strong, walkable connections between different uses. The pedestrian environment should be enhanced with streetscape amenities such as sidewalks, benches, street trees, street lights. Road edges should be clearly defined by locating buildings at roadside with parking in the rear.

Within the City of Bainbridge, the downtown central business district represents an existing mixed use activity center. The city should continue to implement its plans for pedestrian amenities and connectivity to waterfront recreational facilities as a means of maintaining downtown vitality. Due to the downtown's function as the center of civic and government activity, public, institutional, and office uses will likely dominate the area. While entertainment uses such as restaurants and services are encouraged in the downtown, they should not be automobile oriented. Within the historic core of downtown Bainbridge, development must also be compatible with the traditional character of the area.

In addition to the city's downtown core, mixed use is recommended as a redevelopment strategy for some key areas of the city. First, mixed use redevelopment is recommended for the northern edge of the downtown along Calhoun Street. As an underutilized industrial/commercial corridor on the periphery of the downtown and a key crossing point over the Flint River, Calhoun Street represents an opportunity to bring new development and residents to downtown Bainbridge.

Another area recommended for mixed use redevelopment is the Shotwell corridor extending from Bainbridge Mall to the US-84/US-27 bypass. This area currently contains a significant concentration of big box retail development that is beginning to decline economically. While the commercial in this area is not currently blighted, redevelopment strategies are recommended because of the relatively short life span of big box commercial.



Historic "Main Street" Style Mixed Use



Newly-Developed Mixed Use Town Center with Pedestrian Amenities



Public Plaza Incorporated into Mixed Use Downtown

The Bainbridge Mall/Hospital area has significant redevelopment potential due to its proximity recreational amenities, the bypass, and major institutions. Redevelopment should re-establish connections to the surrounding neighborhood grid, as well as recreational amenities and institutional uses.

Appropriate Land Uses

- ❑ “Main Street” Style Retail
- ❑ Office/Professional
- ❑ Loft Housing
- ❑ Townhomes/Condominiums
- ❑ Civic / Government / Church
- ❑ Parks / Plazas / Gathering Spaces

Quality Community Objectives Addressed

- ❑ Heritage Preservation
- ❑ Appropriate Business
- ❑ Infill Development
- ❑ Employment Options
- ❑ Regional Identity
- ❑ Sense of Place
- ❑ Traditional Neighborhoods

Implementation Measures

- ❑ Mixed-Use Zoning
- ❑ Design Guidelines
- ❑ Pedestrian Linkages to Parks, Neighborhoods
- ❑ Sidewalk and Pedestrian Network Design
- ❑ Gateway Signage
- ❑ Maximize Use of Existing Parking
- ❑ Negotiate Shared Parking Agreements
- ❑ Marketing Publication Promoting Existing Businesses
- ❑ Downtown Business Improvement District

- ❑ Density or Floor-Area-Ratio Bonuses for Mixed-Use Development.
- ❑ Tax Allocation District (TAD) Funding for Infrastructure Improvements in Redevelopment Areas
- ❑ Corridor Redevelopment Plan
- ❑ Redevelopment Overlay Districts
- ❑ Greyfield Reuse Strategies

Public / Institutional Campus

Public / Institutional areas include a concentration of institutional, government, and civic uses laid out in a campus setting. These areas provide public services to several surrounding neighborhoods and the city at large. Within the Future Development Narrative, small civic and public uses have been incorporated into both residential neighborhoods and business districts. For example, neighborhood schools and small churches are often located within residential areas in order to isolate children from high-traffic areas. However, the trend toward larger, consolidated community facilities requires a dedicated district in order to accommodate intensive uses. Large civic facilities, such as “mega churches,” often provide a variety of services and community activities that can generate substantial traffic throughout the week. Thus, the relatively large size of Public / Institutional Campus areas allows for economies of scale while limiting the impact on surrounding neighborhoods.

Education and medicine are two important growth industries which often benefit from the synergy provided by an agglomeration of related uses. Bainbridge College, located approximately one half mile east of the bypass, provides opportunities for higher education and technical training in the city. While the college has room to expand within its current boundaries, the school will need to meet student housing needs in the future. The Memorial Hospital and Manor represents another major institution that faces expansion challenges with the need for adjunct medical office space and housing for staff and patients.

East of the historic city limits of Bainbridge, a large new high school has been constructed along US-84. The size of this new facility allows for expanded sports facilities and educational programs. However, the location two miles beyond the old city limits will likely prevent students from walking or biking to school. This distant location will also likely increase the pressure for leapfrog development east of the city.

In West Bainbridge, there is a large Public / Institutional Campus that provides an agglomeration of government functions. This area provides a base for many of the city and county’s semi-industrial functions, such as public works.



Memorial Hospital and Manor



Bainbridge High School



Bainbridge College

Appropriate Land Uses

- ❑ Government and Community Facilities
- ❑ Public Safety Facilities
- ❑ Hospitals and Medical Office
- ❑ Schools
- ❑ Churches
- ❑ Parks, Recreation, and Greenspace

Conditional Land Uses

- ❑ Neighborhood Commercial

Quality Community Objectives Addressed

- ❑ Appropriate Business
- ❑ Employment Options
- ❑ Social and Economic Development
- ❑ Regional Identity

Implementation Measures

- ❑ Medical District Zoning
- ❑ Specialized Housing for Students and Medical Patients
- ❑ Pedestrian Linkages to Schools
- ❑ Strategic Location of Community Facilities
- ❑ Tree Conservation and Replanting

Industrial

Industrial areas include both heavy and light industrial uses, which are further distinguished within the city's Future Land Use Map. In addition to industrial uses, some supportive commercial development is also appropriate within industrial areas. Office uses may also be integrated into some light industrial, distribution, and warehousing developments. It is important for the City of Bainbridge to provide locations for the development of industrial properties. Industrial development contributes to a diverse economy, employment opportunities, and a healthy jobs/housing balance. Industrial development also allows for the maintenance of a healthy tax base.

Heavy industrial areas include land use in high intensity manufacturing, assembly, and processing activities where some nuisance characteristics are not contained on-site. As a historic inland port, Bainbridge has a significant concentration of heavy industrial development between the Flint River and Spring Creek Road. The city must encourage the maintenance of these industries, while planning for the possibility of industrial decline. For example, the port facility is currently underutilized because of restrictions on dredging the Flint River. Brownfield remediation strategies may be necessary in order to promote redevelopment of former heavy industrial sites where there is a perception of contamination.

Light industrial areas include low intensity manufacturing, wholesale trade, and distribution activities that do not generate excessive nuisance characteristics, such as particulate matter, vibration, smoke, dust, gas, fumes, odors, or radiation. However, transportation, warehousing, and distribution uses must be carefully planned to avoid freight traffic impacts on residential areas.

Because of potential negative impacts on surrounding land uses, Industrial areas should be located along major transportation facilities, such as highways and railways. Both heavy and light industrial are not compatible with residential land uses. Therefore, transitional land uses, such as commercial and institutional development should be provided between Industrial areas and surrounding neighborhoods. Landscaping, buffering, and screening can also help to mitigate the impact of industrial development.



Light Industrial Office Park and Distribution Center



Industrial Park with Landscaping



Heavy Industrial

Appropriate Land Uses

- ❑ Manufacturing
- ❑ Transportation and Warehousing
- ❑ Office / Professional
- ❑ Utilities
- ❑ Commercial

Quality Community Objectives Addressed

- ❑ Appropriate Business
- ❑ Social and Economic Development
- ❑ Employment Options
- ❑ Environmental Protection

Implementation Measures

- ❑ Environmental Site Assessments
- ❑ Brownfield Remediation
- ❑ Brownfield Redevelopment Financing
- ❑ Business Incentives for Clean Industry
- ❑ Level of Service Standards for Development Permitting
- ❑ Buffering and Screening between Industrial/Commercial/Office Uses and Surrounding Neighborhoods
- ❑ Set and Enforce Designated Freight Routes
- ❑ Business Retention, Expansion and Recruitment

Recreation / Conservation

Recreation / Conservation areas include parks, recreational facilities, as well as conservation lands. Parks and recreational facilities form an important neighborhood asset and contribute to the overall health and quality of life of the community. Conservation areas protect sensitive natural resources from development and provide habitat for wildlife. Both recreational facilities and natural resources can serve as tourist amenities that attract visitors.

The appropriate location of parks and recreational facilities depends on their size and function. Small pocket parks and passive greenspace are compatible with residential areas as well as pedestrian-oriented business districts. Hence, smaller parks are included within several future development districts and not specifically delineated within the Future Development Map. The city should seek to provide neighborhood parks and greenspace, particularly within dense residential areas. Currently, the city has little greenspace in West Bainbridge and in the neighborhoods north of Shotwell. Passive greenspace and plazas, such as Willis Park, also provide opportunities for public gathering space within Mixed Use Activity Centers.

Community parks with active recreation should be located in activity centers or at neighborhood focal points. Some potential locations for community parks have been included in the Future Development Map. Regional parks and sports complexes should be centrally located with access to major roads in order to provide access while limiting traffic impacts on neighborhoods. The city's economic development strategy includes waterfront recreational development along the Flint River. The Boat Basin Park serves as both a regional recreational facility and a tourist destination. The city should continue to encourage connectivity between recreational facilities, activity centers, and neighborhoods.

It is also important to identify natural resources such as wetlands and floodplains that should be preserved from development. Wetlands serve as an important wildlife habitat as well as a natural flood buffer. While construction should be prohibited within floodplains, these areas can serve as greenway/ trail opportunities. For example, the multi-use jogging/biking trail along the Flint River provides linkages between major recreational facilities. Thus, the interests of environmental preservation and recreational needs can be addressed concurrently.



Willis Park in Downtown Bainbridge



Boat Basin Park and Amphitheater



Playground

Appropriate Land Uses

- ❑ Parks
- ❑ Recreational Facilities
- ❑ Conservation Areas

Quality Community Objectives Addressed

- ❑ Sense of Place
- ❑ Transportation Alternatives
- ❑ Open Space Preservation
- ❑ Environmental Protection

Implementation Measures

- ❑ Waterfront Recreational Facilities
- ❑ Festivals and Events at Major Parks
- ❑ Greenway/Trail Expansion
- ❑ Pedestrian Linkages to Parks and Greenspace
- ❑ Greenspace Requirements for New Development
- ❑ Conservation Subdivisions
- ❑ Environmental Planning Criteria (See DCA Model Code 2-1)
- ❑ Environmental Impact Review (See DCA Model Code 6-5)
- ❑ Tree Conservation
- ❑ Natural Resource Inventory
- ❑ Floodplain and Wetland Conservation
- ❑ Riparian Buffers
- ❑ Conservation Easements
- ❑ Purchase of Development Rights



Nature Trail at Boat Basin Park



Floodplains and Wetlands

Potential Annexation Area

Potential Annexation Areas are locations outside of the existing city limits that are likely to experience development pressure for both commercial and residential development within the planning horizon. Development pressure can result from the construction of new community facilities outside of the city, such as the new Bainbridge High School or the proposed widening of Whigham Dairy Road. The city should designate areas for annexation based upon likely fiscal impacts and the ability to economically provide community facilities and services.

Generally, non-residential development offers positive fiscal impacts, while residential development incurs negative fiscal impacts due to the cost of schools and community services. Thus, corridors faced with commercial development pressure should be targeted for annexation based on potential positive fiscal impacts. The Tallahassee Highway corridor extending south of the city has been identified as an area for large-scale commercial development and annexation.

However, leapfrog development and corridor commercial sprawl has the potential to negatively impact the city. Development controls should be put in place to prevent excessive commercial sprawl along major corridors leading into the city. The city has recently annexed the new Bainbridge High School site east of the city as well as some of the right-of-way along the Wiregrass Georgia Parkway (US-84). As this area develops, it may make sense to annex additional areas along this corridor in order to control development and services. A scenic corridor designation is one means of controlling the appearance of development and limiting commercial sprawl. Development controls are also recommended along Whigham Dairy Road, where floodplains cover much of the land surrounding the corridor.

It is also recommended that unincorporated islands surrounded by the city be annexed in order to streamline the provision of services. There are some unincorporated islands on the south side of the city adjacent to Folkstown Rd (GA-309).

The city should work cooperatively with Decatur County to ensure that development along the fringes of the city is compatible with the future land use plans of both jurisdictions. Likewise, annexation plans should be negotiated cooperatively and clearly delineated.

Quality Community Objectives Addressed

- Growth Preparedness
- Infill Development
- Sense of Place
- Environmental Protection
- Regional Cooperation

Implementation Measures

- Annexation Plan
- Fiscal Impact Analysis
- Scenic Corridor Designation
- Corridor Development Controls
- Floodplain Development Restrictions
- Environmental Impact Review (See DCA Model Code 6-5)
- Gateway Signage
- Strategic Location of Community Facilities
- Urban Service Areas
- Growth Phasing Program

Future Land Use

The Future Land Use Map provides a detailed guide for land use change within the City of Bainbridge. (See Figure 2) While the Future Development Narrative and Future Development Map provide a generalized long range vision for growth, the Future Land Use Map provides specific parcel-based guidance for zoning applications. As such, the future land use categories are closely tied to the city's zoning ordinance.

Suburban Residential

This residential category is intended to correspond to areas that are developed, or projected to be developed, for neighborhoods and individual lots exclusive or nearly exclusive low-density, detached single-family residences. The density of residential development in this category ranges from less than one unit per acre to a maximum of approximately two units per acre. This category does not include provisions for manufactured homes, though some manufactured homes may exist in scattered locations at the time of plan adoption. This category is intended to be implemented with one or more suburban residential zoning districts.

Urban Low-Density Residential

This residential category is intended to correspond primarily to existing urban neighborhoods but is also proposed for undeveloped areas adjacent to existing urban neighborhoods. Urban low-density means residential development ranging from three to six (3-6) units per acre (i.e., lot sizes of from 7,500 square feet to 15,000 square feet. The primary housing type is detached, single-family residential, though other housing types such as duplexes and manufactured homes may be allowed by applicable zoning regulations under certain circumstances. This future land use category is implemented with one or more urban low-density

residential zoning districts. Regulations may differ according to zoning district; for instance, manufactured homes may be permitted in one urban residential category but not in another. Furthermore, different lot sizes may be established as may be necessary.

Urban Medium-Density Residential

This residential category is intended to correspond primarily to those existing grid-pattern urban neighborhoods that have lots as small as 5,000 to 6,000 square feet (lot frontages of 50-60 feet). To a lesser extent this category may also apply to undeveloped areas adjacent to existing urban neighborhoods where it is logical to extend the existing grid subdivision pattern. Urban medium density means residential development ranging from approximately six to as many as nine (6-9) units per acre (i.e., lot sizes as small as 5,000 to 6,000 square feet). In some cases, densities of existing development may be slightly lower or higher than this range. The primary housing type is detached, single-family residential, though other housing types such as duplexes and manufactured homes may be appropriate if allowed by applicable zoning regulations. This future land use category is implemented with one or more urban medium density residential zoning districts. Regulations may differ according to zoning district; for instance, manufactured homes may be permitted in one urban residential category but not in another.

Urban High-Density Residential

This residential category corresponds with areas developed or planned for high-density urban residential uses. Urban high density means residential development ranging from nine to as much as twelve (9-12) units per acre. Though not necessarily limited to such, urban high density residential areas are predominantly apartment complexes and in fewer instances manufactured home parks. This future land use category is

implemented with a high-density (multi-family) urban residential zoning district and a manufactured home park zoning district.

Public-Institutional

This category is the same as the existing land use category by the same name. It includes state, federal, or local government uses, and institutional land uses. Government uses include city halls and government building complexes, police and fire stations, libraries, prisons, post offices, schools, military installations, etc. Examples of institutional land uses include colleges, churches, cemeteries, hospitals, etc.

Office-Professional

This category is for land dedicated to business and service establishments that do not have retail sales and which operate in an office environment. It is a subset of commercial land use. Planning consultants elected to account for office land uses separately from commercial land uses, because they are more compatible with residential land uses and can serve as a transitional land use between commercial and residential areas.

Neighborhood Commercial

This category is for land dedicated to non-industrial business uses, including retail sales, services, and entertainment facilities. Commercial uses may be located as a single use in one building or grouped together in a shopping center.

As one of three sub-classifications of commercial land use, neighborhood business areas intended to provide suitable areas for the retailing of goods and the provision of services to adjacent and nearby residential neighborhoods. Individual establishments are typically smaller in scale, so as not to impact the residential character of the areas these neighborhood commercial districts

serve. Highway-oriented and automobile-related sales and service establishments and uses that rely on passer-by traffic from highways are inappropriate. This category is intended to be implemented with a neighborhood business zoning district.

Highway Commercial

This category is for land dedicated to non-industrial business uses, including retail sales, services, and entertainment facilities. Commercial uses may be located as a single use in one building or grouped together in a shopping center.

As one of three sub-classifications of commercial land use, highway commercial areas are intended to provide suitable areas for those business and commercial uses which primarily serve the public traveling by automobile and which benefit from direct access to highways. Such districts are generally designed so that the automobile has precedence over the pedestrian. This area is intended to be implemented with a highway commercial zoning district.

Mixed Use

This category corresponds to the city's central business district as well as some existing commercial areas targeted for mixed use redevelopment. Downtown Bainbridge consists of a concentration of region-serving and "Main Street" type commercial stores. It is also intended to provide a mixture of land uses in addition to commercial, including institutional, public, office, and housing mixed in with non-residential uses. This district is unique in that the existing development pattern consists of buildings covering very large percentages of the lot, little if any building setbacks from front, side, and rear property lines, and a reliance on on-street parking or shared parking lots. This district has higher intensities of lot coverage and floor area than the other

commercial land use categories. This area is intended to be implemented with a CBD zoning district.

Light Industrial

Light industrial districts are established where some industrial operations such as warehousing and low-intensity manufacturing can occur without objectionable impacts such as noise, vibration, smoke, dust, gas, fumes, odors, and radiation and that do not create fire or explosion hazards or other objectionable conditions.

Heavy Industrial

This category corresponds to industrial operations which may be objectionable due to the emission of noise, vibration, smoke, dust, gas, fumes, odors, or radiation and that may create fire or explosion hazards or other objectionable conditions. Uses within this district may require substantial quantities of water for manufacturing operations and may require rail, air, or water transportation.

Transportation, Communications and Utilities

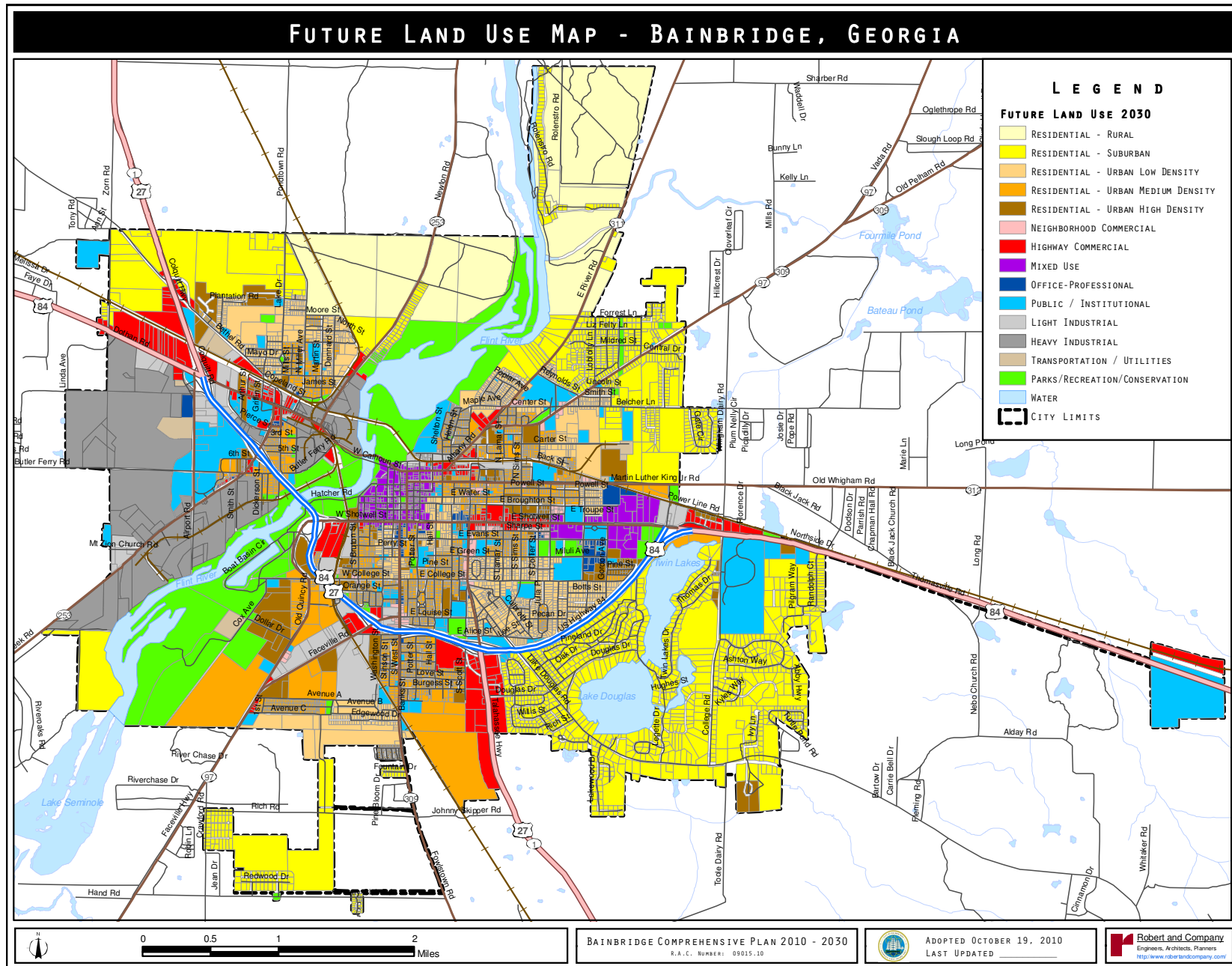
This category is the same as the existing land use category by the same name. It includes such uses as major transportation routes, public transit stations, power generation plants, railroad facilities, radio towers, telephone switching stations, electric utility substations, airports, and other similar uses.

Parks, Recreation and Open Space

This category is the same as the existing land use category by the same name. It corresponds with land dedicated or proposed to be dedicated to active or passive recreational uses and open space, including flood plains. These areas may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf

courses, recreation centers and similar uses. In other cases they may be vacant lands which are intended to be held in the future for park or playground development or as buffers between neighborhoods and heavy industrial uses.

Figure 2 – Future Land Use Map 2010-2030, City of Bainbridge, GA



REPORT OF ACCOMPLISHMENTS

The Report of Accomplishments provides a review of the city’s previous 2008-2012 Short Term Work Program (STWP) from the 2007 Bainbridge Comprehensive Plan Partial Update. From this previous STWP, the work items scheduled for 2008-2010 have been reviewed.

City of Bainbridge - Report of Accomplishments (From 2008-2012 Short Term Work Program)

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Continue to promote development in downtown area through Main Street program	City		X			
Promote Waterfront Connectivity Master Plan; encourage public/private partnerships for development	City		X			
Coordinate efforts with the Chamber of Commerce, Georgia Ports Authority, Development Authority, and Tri-Rivers Waterway Development Association to pursue ACOE permitting issues to restore the inland barge terminal use as an economic goal for the City’s existing Port.	City / Chamber of Commerce		X			
Post employment opportunities within the City on Chamber of Commerce website	City / Chamber of Commerce		X			
Increase efforts to recruit businesses that hire local graduates	City / Chamber of Commerce		X			
Research & pursue grants available for downtown redevelopment (www.dca.state.ga.us/toolkit/FinancialSources.asp)	City		X			

Report of Accomplishments 2008-2012, City of Bainbridge

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Connectivity Project (\$1,000,000.00 x 5)	City		X			
Phase II & III Streetscape	City		X			
Community Signage	City		X			
Development of North Broad Street	City		X			
Research other acceptable/established regulations for isolated wetland protection for the City to consider and amend regulations, if applicable	City/ Consultant		X			
Sports Complex (\$1,000,000.00 x 2)	City		X			
Renovation Aquatic Center Restrooms	City			X		Budget
Resurface Aquatic Center Pools	City			X		Budget
City Hall Complex	City		X			
Prepare inventory & assessment of available land for housing as infill developmen	City		X			

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Review Zoning Ordinance to ensure incentives & provisions for affordable housing are in place (such as inclusionary zoning) and revise accordingly	City/ Consultant		X			
Periodically review the Zoning Ordinance and Land Subdivision and Development Regulations to ensure the needs of the City are being met as growth occurs	City		X			
Complete Full Comprehensive Plan Update mandated by DCA (10/31/10 deadline)	City / Consultanta		X			
Purchase Leaf Machine	City			X		Budget
Purchase Mobile Leak Detector	City			X		"
Purchase new diffusers for treatment plant	City		X			
GIS Mapping	City			X		Budget
By Laws for Planning Commission	City	X				

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Part Time Soil Erosion Position	City			X		Budget
Website	City	X				
Upgrade the Financial Software	City			X		Budget
Accept Credit Card Payments in C.S. Dept.	City			X		Budget
Accept on-line Payments in the Municipal Court	City			X		Budget
Purchase Fork Lift	City			X		Budget
Purchase Pick Up Truck	City	X				
Purchase Furniture	City	X				
Tile & Carpet Floors	City			X		Budget

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Shelving for Stockroom	City		X			
Front Parking Lot	City		X			
Paint Holley Building	City			X		Budget
Purchase Copier	City			X		Budget
Purchase Lobby Furniture	City		X			
Purchase Chipper	City			X		Budget
Purchase Trash Truck with Loader (\$100,000.00 x 2)	City			X		Budget
Purchase Rapid Rail Containers (\$18,000.00 x 5)	City		X			
Purchase Front Loader Garbage Truck	City			X		Budget

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Purchase Side Loader Garbage Truck	City			X		Budget
Purchase 4 & 8 Yard Container \$22,000 each year	City		X			
Purchase Wheel Loader (2008-\$190,000, 2009-\$120,000)	City			X		Budget
Purchase Street Sweeper	City			X		Budget
Purchase 2 New Pick up trucks	City			X		Budget
Purchase Broom	City			X		Budget
Purchase Asphalt Roller	City			X		Budget
Purchase Used Pick up Truck (3 x \$5,000.00)	City			X		Budget
Purchase Bush Hog Mower (2 x \$9,000.00)	City			X		Budget

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Purchase 12 Yard Dump Truck	City			X		Budget
Surplus Property (5 x \$5,000.00)	City		X			
Purchase Asphalt Spreader	City			X		Budget
Purchase Tractor Truck	City		X			
Purchase New Dump Truck	City			X		Budget
Purchase New Pick Up Truck	City			X		Budget
Purchase Farm Tractor	City			X		Budget
Upgrade Sewage Treatment Plant	City		X			
Purchase Automated Meter Reading	City		X			

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Upgrade Can Type Lift Stations to Submersible Pumps	City		X			
Purchase Used Dump Truck for Sewage Treatment Plant	City			X		Budget
Map Room	City		X			
Purchase New Work Truck	City			X		Budget
Purchase New Pick Up Trucks (4)	City		X			
New Mapping System for Gas Department	City		X			
Purchase New Backhoe for Sewage Department	City			X		Budget
Purchase Used Backhoe for Sewage Treatment Plant	City			X		Budget
Pave Parking Lot at Sewage Treatment Plant	City		X			

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Mobile Flame Ionization for Gas Department	City			X		Budget
Purchase New 6,000 lb Forklift	City			X		Budget
Vehicle Brake Lathe	City			X		Budget
Purchase Used 3,000 lb Forklift	City	X				
Engine Analysis	City			X		Budget
Purchase Shop Air Compressor	City			X		Budget
Purchase Portable Welder	City			X		Budget
Purchase Surplus Truck	City			X		Budget
Purchase Surplus Truck	City			X		Budget

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Purchase Car Lift	City			X		Budget
Renovation of Office	City	X				
Purchase Field Maintenance Machinery	City		X			
Purchase 2 Lawn Mowers	City		X			
Purchase Playground Equipment (25,000.00 x 2)	City			X		Budget
Purchase New Vehicle (19,000.00 x 4)	City			X		Budget
Purchase Used Vehicle (6,000.00 x 3)	City			X		Budget
Purchase Police Cars (3 each year)	City		X			
Purchase Siren Warning System	City			X		Budget

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Build New Fire Station on South Side	City			X		Budget
Addition to Station One	City			X		Budget
Purchase New Copier	City	X				
Purchase New Ladder Fire Truck	City	X				
Purchase New Pumper & Service Truck	City			X		Budget
Turn Out Gear (5 each year)	City		X			
Purchase 1 1/2 Fire Hose	City		X			
Purchase 2 1/2 Fire Hose	City		X			
Live Scan Finger Printing System	City			X		Budget
Shelter to Park Police Cars	City			X		Budget

SHORT TERM WORK PROGRAM

The Short Term Work Program (STWP) provides a list of specific projects that the city intends to address within the next five years. These implementation items address some of the major issues identified within the Comprehensive Plan as well as capital improvements and new initiatives planned by city departments. Ongoing community policies are listed within the Goals and Policies and Future Development Narrative Implementation Policies sections of the Comprehensive Plan.

Short Term Work Program 2010-2014, City of Bainbridge

Project or Activity	2010	2011	2012	2013	2014	Responsible Party	Cost Estimate	Funding Source
Housing								
Research HUD and DCA Planning and Community Development Grant Programs for Neighborhood Stabilization.	X					Community Development	Staff Function	General Fund
Conduct HUD Revitalization Study for Neighborhood Redevelopment Areas		X				Community Development	\$15,000	CDBG / Grant
Economic Development								
Work with Georgia Department of Industry, Trade, and Tourism to develop tourism marketing materials	X	X	X	X	X	City / Chamber of Commerce	\$10,000	Grant / Matching Funds
Hold Annual Career Resource Fair for Job Seekers	X	X	X	X	X	City / Dept. of Labor / Chamber of Commerce	\$5,000	DOL / Chamber
Hold Annual Festivals for Outdoor Recreation, Arts, and Cultural Events	X	X	X	X	X	Chamber of Commerce	Staff Function	Chamber / Leisure Services
Promote Waterfront Connectivity Master Plan; encourage public/private partnerships for development	X	X	X	X	X	Community Development / Public Works	Staff Function	General Fund
Natural and Cultural Resources								
Adopt wetland protection ordinance (See DCA Model Code)		X				City Council / Community Development	Staff Responsibility	General Fund
Conduct River Corridor Protection Plan (See GA Part V Environmental Criteria)					X	Consultant / Community Development	\$10,000	General Fund
Adopt River Corridor Protection Ordinance (See GA Part V Environmental Criteria)					X	City Council / Community Development	Staff Responsibility	General Fund

Project or Activity	2010	2011	2012	2013	2014	Responsible Party	Cost Estimate	Funding Source
Land Use								
Implement GIS Mapping for Planning and Community Development Functions	X					Community Development	\$2,000	General Fund
Shotwell Corridor / Mall Area Redevelopment Study			X			Consultant / Community Development	\$25,000	General Fund / Grant
Research & pursue grants available for downtown redevelopment (www.dca.state.ga.us/toolkit/FinancialSources.asp)				X	X	Community Development	Staff Function	General Fund
Intergovernmental Coordination								
Update Service Delivery Strategy Agreements	X					City / County	Staff Function	General Fund
Annual Review of Short Term Work Program at City Departmental Retreat	X	X	X	X	X	City	Staff Function	General Fund
Community Facilities and Services								
<u>LEISURE SERVICES</u>								
College Street Playground	X					Leisure Services	\$200,000	SPLOST
New Sports Complex		X				Leisure Services	\$2,000,000	SPLOST
Expand Boat Basin Campground		X				Leisure Services	\$25,000	General Fund
Renovate Boat Basin Playground			X			Leisure Services	\$200,000	SPLOST
Parks and Recreation Master Plan (Coordinate Greenspace Acquisition Strategy with River Corridor Planning)					X	Leisure Services / Community Development	\$40,000	General Fund
Aquatic Center Improvements				X		Leisure Services	\$60,000	SPLOST

Project or Activity	2010	2011	2012	2013	2014	Responsible Party	Cost Estimate	Funding Source
<u>PUBLIC SAFETY</u>								
New Fire Station and EMO Office on South Side	X					City	\$400,000	Federal Grant
Replace 4 Viper Vehicles	X					City	\$120,000	City
Replace 15 Patrol Vehicles			X			City	\$500,000	City
Install 4 Computers in VIPER vehicles	X					City	\$25,000	Federal Grant
Rescue Truck	X					City	\$170,000	City
Pumper Truck				X		City	\$200,000	City
HazMat Equipment	X	X	X	X	X	City	\$25,000/yr	City/Grant
Radar Units (4)	X					City	\$7000	City
ICOP Cameras (10)	X					City	\$50,000	City
(50) Glock 22 RTF Pistols	X					City	\$5,500	City of Bainbridge
<u>GENERAL ADMINISTRATION</u>								
Roof Purchasing Building		X				City	\$150,000	General Fund
Pave Purchasing Parking Lot			X			City	\$5,100	General Fund
Color Copier, City Hall			X			City	\$8,402	General Fund
City Hall Complex Building					X	City	\$3,000,000	General Fund

Project or Activity	2010	2011	2012	2013	2014	Responsible Party	Cost Estimate	Funding Source
Color Copier, Purchasing				X		City	\$8,402	General Fund
Voice Over IP					X	City	\$7,000	"
Software					X	City	\$200,000	"
Small PickUp Truck – Purchasing				X		City	\$15,000	"
<u>COMMUNITY DEVELOPMENT</u>								
Phase III Streetscape			X			Community Dev	\$820,311	Federal Grant
West Street Streetscape		X				"	\$200,000	"
Public Access Channel Equipment			X			"	\$10,000	City
North Broad Street Development					X	D.D.A.	\$500,000	City/Loans/Grants
Building Inspector Truck					X	Community Dev	\$20,000	City
<u>UTILITIES</u>								
Phase II - Douglas Hills Sewer Project	X	X				Utilities Department	2.2 Million	GIFA Loan
Sewage Treatment Plant	X					Utilities Department	2.2 Million	"
Phase III - Lake Douglas Sewer Project			X			Utilities Department	3 Million	"
Phase IV - East River Sewer Project				X	X	Utilities Department	5 Million	"
Water /Sewer Master Plan Update to Identify Potential New Well and Tower Locations (Coordinate with Strategic Plan for Annexation)					X	Utilities Department	\$70,000	General Fund
Bainbridge Villages Gas Hookups		X	X	X		Gas Department	N/A	User Fees / Gas Fund

Project or Activity	2010	2011	2012	2013	2014	Responsible Party	Cost Estimate	Funding Source
<u>PUBLIC WORKS</u>								
Sidewalks (2000' per year)	X	X	X	X	X	City	\$46,445	General Fund
Resurfacing 2 miles per year	X	X	X	X	X	City	\$516,380	General Fund
Resurfacing Douglas Hills/Twin Lakes		X	X			City	\$568,022	GIFA
Sports Park Paving	X	X				City	\$260,800	SPLOST
Boat Ramps	X					City	\$500,000	SPLOST / Go Fish Grant

CITY OF BAINBRIDGE
STATE OF GEORGIA

RESOLUTION NO 617

**A RESOLUTION OF THE CITY COUNCIL OF BAINBRIDGE, GEORGIA
AUTHORIZING THE ADOPTION OF AN UPDATE TO THE COMPREHENSIVE
PLAN PURSUANT TO STATE OF GEORGIA
LOCAL PLANNING REQUIREMENTS CHAPTER 110-12-1-.08, RULES OF THE
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS**

WHEREAS, a comprehensive plan is required for municipalities and counties in Georgia pursuant to the Georgia Planning Act of 1989, in order to maintain their Qualified Local Government Status; and

WHEREAS, Rules of the Georgia Department of Community Affairs, Chapter 110-12-1, specify substantive and procedural requirements for comprehensive plans; and

WHEREAS, the City of Bainbridge, has prepared an update to its comprehensive plan, consisting of a community assessment, a community participation program, and a community agenda; and

WHEREAS, the Georgia Department of Community Affairs and Southwest Georgia Regional Commission have reviewed and approved the draft comprehensive plan update; and

WHEREAS, the City of Bainbridge desires to adopt the three elements of the comprehensive plan as one unified document.

NOW THEREFORE IT IS HEREBY RESOLVED by the City Council of Bainbridge, Georgia to adopt the 2010 City of Bainbridge Comprehensive Plan.

RESOLVED, this 19th day of October, 2010.


Chairman, City Council

ATTEST


Bainbridge City Clerk