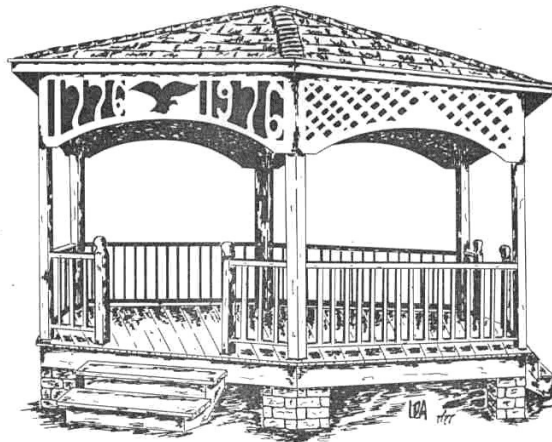


THE CITY OF HOSCHTON
COMPREHENSIVE PLAN 2010-2030
COMMUNITY AGENDA



July 2010

Prepared by the Northeast Georgia Regional Commission



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1. INTRODUCTION

1.1 Purpose

The Community Agenda represents the heart of the community's Comprehensive Plan, providing a road map to help the community achieve its desired future. The document is based on the findings of the Community Assessment, information gathered at public meetings, and analysis and review by planners at the Northeast Georgia Regional Commission.

The Community Agenda outlines the community's vision, identifies the key issues and opportunities facing the community, sets forth a set of supportive policies to help guide local decision makers, and defines a short-term work program outlining the actions through which the community will begin achieving its goals over the next five years.

1.2 Scope

The Community Agenda was prepared under the Rules of the Georgia Department of Community Affairs, Chapter 110-12-1 - Standards and Procedures for Local Comprehensive Planning (effective May 1, 2005), specifically Chapter 110-12-1-.05 - Community Agenda.

The Community Agenda includes the following three components:

- Community Vision that includes a vision statement and a description of future development patterns
- Community Issues and Opportunities that define and prioritize concerns and areas for improvement facing the community
- Implementation Program that defines the community's supportive policies and outlines a five-year action plan within the Short-Term Work Program

Local elected and appointed officials will use the Community Agenda as a reference in making land use, transportation, economic development, housing, and capital investment decisions. The Future Development Map provides a representation of the community's vision and illustrates the general location of desired land uses. The guiding principles, goals, and policies also help guide rezoning decisions and represent the basic goals of the plan.

It is important to understand that the plan is a living document and intended to be updated regularly (at minimum, five-year intervals as mandated by the Georgia Department of Community Affairs) to reflect changes in local conditions.



2. COMMUNITY VISION

The community vision element of the Community Agenda reflects the City's long-term goals and desired future with respect to future development. The vision paints a picture of what the community desires to become and describes favored development types and patterns.

2.1 General Vision Statement

The City of Hoschton is a small, historic place that functions as a gateway between Northeast Georgia and metropolitan Atlanta. Residents value a sense of community, where neighbors know and help one another, and where people of all ages are welcome to live, work, and play.

The following statements reflect the desired future for the City of Hoschton, as indicated by community members:

- The City of Hoschton will celebrate its rural heritage and preserve its historic character by engaging in focused management and development practices
- The City of Hoschton will provide for a variety of transportation choices and recreational opportunities by enhancing multi-modal connectivity between neighborhoods and activity centers
- The City of Hoschton will cultivate a strong local economy by encouraging compatible business development in appropriate areas

2.2 Community Character Areas

Community character areas attempt to address the overall pattern of development within an area rather than focusing on the specific use of individual parcels. Areas are defined in terms of desired development characteristics and appropriate types of land uses. The purpose of the community character area is to:

- Link the City's vision, goals, policies, and regulations
- Define the mixing and integration of appropriate and complimentary uses
- Provide guidance to developers and policymakers regarding the qualitative aspects of desired development patterns
- Provide land use compatibility and transition standards
- Coordinate the goals and policies of all other components of the Comprehensive Plan with land use decisions

The Future Development Map outlines the general intent for accommodating growth while maintaining a positive relationship between the natural and built environments, past, present, and future. As a whole, the map illustrates the relationship of land use to special attention areas, supportive infrastructure, and community facilities into the future. The arrangement of land development patterns indicates long-term strategies for controlling growth and preserving environmental, cultural, and historical resources.

The various Character Areas represent the City's desired development patterns on the Future Development Map. The map reflects the Comprehensive Plan's goals and policies as well as current development patterns and expected trends. Each of the map designations illustrates the predominant types of land uses proposed within the general areas. The map, along with the supportive goals and policies should be considered together as a guide for land use, transportation, economic development, housing, community facilities, and other government decisions.

The following table provides an overview of each of the character areas. Important to note is that entries in the Zoning Compatibility column are based on a broad range of land types and locations, and that not all zoning classifications will necessarily be appropriate in all places within a character area.



Character Area	Acreage	Description of Character Area	Zoning Compatibility	Appropriate Land Uses
Downtown Hoschton	83.53 (5.00%)	Traditional central business district and immediately surrounding residential neighborhood, identified for a mix of uses. This will be a highly walkable area.	C-1, C-2, G, OR, R-2	Commercial, Office, Public Institutional, Mixed-Use, Residential
Developing Commercial Center	110.24 (6.61%)	An area planned for a concentration of activities such as general retail, service commercial, professional office, and appropriate public and open space to serve surrounding neighborhoods.	C-1, C-2, G, OR	Commercial, Office, Mixed-Use, Park/Rec/Conservation
Intown Neighborhood	46.28 (2.77%)	A neighborhood predominantly planned for and containing denser housing, including some multi-family developments. Some areas may be blighted and in need of rehabilitation.	R-2, R-3, R-4, G, OR	Residential, Public Institutional, Office
Developing Traditional Neighborhood	92.85 (5.56%)	Planned community neighborhood with characteristics such as a high degree of pedestrian orientation, buildings close to or at the front of the property line, and the predominance of alleys.	R-2, R-3	Residential, Public Institutional
Suburban Neighborhood	506.55 (30.35%)	Area in which typical types of suburban residential subdivision development have occurred or are likely to occur.	R-1, R-2, G	Residential, Public Institutional
Developing Suburban Neighborhood	147.17 (8.82%)	Area that is planned for suburban residential subdivision development, but not completed as a result of the housing market decline.	R-1, R-2, G	Residential, Public Institutional
Employment Center	234.82 (14.07%)	Area characterized by a high degree of vehicular traffic, corridor- and auto-related commercial, and industrial activities. Includes the Hoschton Industrial Park.	C-1, C-2, C-3, M-1, G	Industrial, Commercial, Public Institutional
Green Space	281.78 (16.88%)	Predominantly natural or scenic rural areas which may contain historic, cultural, or recreational resources. Greenway corridors with either connectivity or conservation attributes have also been identified.	A, G	Park/Rec/Conservation, Ag/Forestry, Public Institutional
Agricultural Area	165.69 (9.93%)	Cultivated and working farm lands with few residences.	A	Ag/Forestry



DOWNTOWN HOSCHTON



Description of Character

The overall character of the area is intended to present the historic center of Hoschton. Much of the community's vision for this area focuses on preserving existing historic buildings and encouraging new developments that complement the original fabric of the City. Mature hardwoods and structures provide both aesthetic and historical interest, and are in need of protection. Residents would like to integrate elements such as specialty retail shops, B&Bs, and live-work, two- to three-story mixed-use office or commercial development that directly serve community members. While a variety of architectural styles may be appropriate, the intent is that new construction be scaled and massed similarly to what currently exists.

Modifications and development in Downtown Hoschton must be mindful of potential effects on both the historic nature and the future experience. While a mixture of uses within the Downtown Hoschton area is appropriate, land use patterns, streetscapes, and natural environments should remain largely unaltered. Private and public infrastructure investments should encourage walking, bicycling, and other transportation choices.

Appropriate Land Uses

- Residential - moderate- to high-densities, blending with and complementing historic character
- Mixed-use - designed to allow village-scale commercial/residential/office development intended to serve residents and visitors
- Public and institutional
- Offices - small-scale, low number of employees
- Commercial - retail and services, small-scale, low number of employees
- Recreational facilities

Compatible Zoning Categories

- **C-1** - Neighborhood Convenience Commercial Zoning District
- **C-2** - General Commercial Highway-Oriented Zoning District
- **OR** - Office Residential Zoning District
- **R-2** - Medium-Density Single-Family Residential Zoning District
- **G** - Government Zoning District

Quality Community Objectives

The following Quality Community Objectives will be pursued in the Downtown Hoschton area:

- **Appropriate Businesses**-The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long-term sustainability, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.
- **Employment Options**- A range of job types should be provided in each community to meet the diverse needs of the local workforce.



- **Heritage Preservation-** The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.
- **Transportation Alternatives-** Alternatives to transportation by automobile, including mass transit, bicycle lanes and routes, and pedestrian facilities, should be made available in each community. Greater use of non-automobile transportation should be encouraged.
- **Traditional Neighborhood-** Traditional neighborhood development patterns should be encouraged, including use of more human scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.
- **Infill Development-** Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.
- **Sense of Place-** Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.



Implementation Strategies

Goal	Implementation Measures
Economic Development	<ul style="list-style-type: none"> ● Choose businesses to recruit and support; identify those best-suited to the community by analyzing local assets, workforce capabilities, and desires ● Assemble a team to market the assets and advantages Downtown Hoshton can offer ● Address needs and problems of existing businesses to improve retention and encourage expansion ● Community Improvement District (CID) - Evaluate potential for creating a self-taxing entity to provide additional services and enhance attractiveness of the area ● Rehabilitate and revitalize downtown buildings, streetscape, and parking
Natural and Cultural Resources	<ul style="list-style-type: none"> ● Seek certification through the Georgia Historic Preservation Division by developing an historic preservation ordinance to be eligible for grants and other assistance ● Provide information to interested property owners regarding available state and federal incentives and other funding opportunities for the rehabilitation of historic structures ● Protect riparian areas by enforcing buffers ● Protect tree canopy ● Pocket Parks – Establish open spaces owned and managed by local people, providing free, open access to greenspace and protecting wildlife and landscape
Community Facilities	<ul style="list-style-type: none"> ● Evaluate, maintain, and repair municipal utility systems ● Capital Improvement Element (CIE) – Develop a long-term program for public facility improvements (sidewalks, recreational facilities, etc.)
Housing	<ul style="list-style-type: none"> ● Ensure that new residential infill development is compatible with the surrounding neighborhood ● Accessory Dwelling Units - Permit the development or use of garage apartments, “mother-in-law” or “granny” flats, or similar housing units on the same lot with single family residences to provide affordable housing options
Transportation	<ul style="list-style-type: none"> ● Transportation Enhancements – Seek TE grants for projects such as sidewalks, bike lanes, multi-use trails, and streetscape improvements ● Conduct a walkability/bikeability audit to guide the scope and location for future improvements ● Link and redesign parking facilities to create shared parking opportunities for shared businesses ● Traffic Calming – Develop physical improvements to decrease traffic speeds and volumes in residential areas, increasing bicycle- and pedestrian-friendliness.
Land Use	<ul style="list-style-type: none"> ● Adaptive Reuse - Convert vacant or underused buildings and sites for new uses that support the community vision ● Streamline development permitting for proposed developments that reflect the community vision and goals ● Compact development – Construct buildings vertically rather than horizontally, and configure them on a block or neighborhood scale that makes efficient use of land and resources ● Sign Regulations – Control the aesthetic impact of signage on the community by restricting the location, size, and appearance of advertizing signs (DCA model code available) ● Design Standards – Ensure that new development and improvements to existing properties is compatible with the existing/historic character. ● Consider form-based concerns when reviewing new development to ensure compatibility ● Direct growth to suitable locations while preserving sensitive or otherwise critical areas through transfer of development rights



DEVELOPING COMMERCIAL CENTER



Description of Character

Hoschton's Developing Commercial Center will feature a mixed-use environment that combines office and commercial uses within community-based activity nodes. The area is designed to provide limited convenience shopping and services for Hoschton residents and visitors. Inclusion of residential mixed-use development depends on community desires and availability of the necessary supportive infrastructure.

Developing Commercial Center offices and commercial establishments will not be reliant on automobile traffic and should be internally linked with bicycle, pedestrian, and golf cart networks; parking should be limited in order to make efficient use of land and to encourage access by other modes than driving. Small public open spaces consisting of plazas, pocket parks, and squares will be integral, as will other spaces that facilitate interaction.

Appropriate Land Uses

- Public and institutional
- Offices - mixed in with other uses to facilitate steady day/evening activity throughout
- Commercial - retail and services
- Recreational facilities
- Mixed-use - designed to allow commercial/residential/office development intended to serve residents and visitors

Compatible Zoning Categories

- **C-1** - Neighborhood Convenience Commercial Zoning District
- **C-2** - General Commercial Highway-Oriented Zoning District
- **OR** - Office Residential Zoning District
- **G** - Government Zoning District

Quality Community Objectives

The following Quality Community Objectives will be pursued in the Developing Commercial Center area:

- **Growth Preparedness:** Each community should identify and put in place the pre-requisites for the type of growth it seeks to achieve. These might include infrastructure (roads, water, sewer) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs.
- **Appropriate Businesses:** The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.
- **Employment Options:** A range of job types should be provided in each community to meet the diverse needs of the local workforce.
- **Transportation Alternatives:** Alternatives to transportation by automobile, including mass transit, bicycle



lanes and routes, and pedestrian facilities, should be made available in each community. Greater use of non-automobile transportation should be encouraged.

- **Sense of Place:** Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serves as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining socializing and entertainment.

Implementation Strategies

Goal	Implementation Measures
Economic Development	<ul style="list-style-type: none"> ● Choose businesses to recruit and support; identify those best-suited to the community by analyzing local assets, workforce capabilities, and desires ● Assemble a team to market the assets and advantages this area can offer ● Address needs and problems of existing businesses to improve retention and encourage expansion
Community Facilities	<ul style="list-style-type: none"> ● Evaluate, maintain, and repair municipal utility systems ● Capital Improvement Element (CIE) - Develop a long-term program for public facility improvements (sidewalks, recreational facilities, etc.)
Transportation	<ul style="list-style-type: none"> ● Implement context-sensitive design principles in streetscaping, building situation, traffic management, etc. ● Create multi-modal connections to nearby residential neighborhoods ● Integrate non-motorized facilities into major road projects
Land Use	<ul style="list-style-type: none"> ● Streamline development permitting for proposed developments that reflect the community vision and goals ● Consider form-based concerns when reviewing new development to ensure compatibility ● Compact development – Construct buildings vertically rather than horizontally, and configure them on a block or neighborhood scale that makes efficient use of land and resources ● Mixed-use Zoning – Allow different types of uses (such as housing, shopping, and offices) to locate within the same district, provided these uses are reasonably related and compatible ● Minimize unusable commercial space and impervious surfaces by allowing flexibility in parking regulations and shared parking where appropriate ● Require appropriate buffers and landscaping between incompatible uses ● Direct growth to suitable locations while preserving sensitive or otherwise critical areas through transfer of development rights



INTOWN NEIGHBORHOOD



Description of Character

The prevailing feature of this character area will be multi-family developments with moderate residential density, pedestrian orientation, and street connectivity. Bordering the Downtown Hoschton character area, the Intown Neighborhood areas maximize infrastructure efficiency and concentrate development to allow preservation or lower densities in more sensitive and rural spaces.

Higher residential densities than typically found in all other character areas are encouraged, and development will occur where supportive infrastructure and potential for infill exist. Neighborhood-appropriate public-institutional activity and mixed-use residential/office developments are also encouraged to facilitate walking, bicycling, and community interaction, provided it is developed within the character and context of the neighborhood. Recreation, education, public administration, or other similar uses will support increased population densities.

Small, neighborhood-scale parks and networks of multi-use paths, extensive sidewalks, and golf cart paths should be incorporated to connect residents to commercial and civic centers. Street connectivity should be incorporated within and between developments.

Appropriate Land Uses

- Residential - higher densities
- Public and institutional
- Recreational facilities
- Mixed-use - designed to allow residential/office development intended to serve residents

Compatible Zoning Categories

- **R-2** - Medium-Density Single-Family Residential Zoning District
- **R-3** - High-Density Residential Zoning District
- **R-4** - Multi-Family Residential Zoning District
- **OR** - Office Residential Zoning District
- **G** - Government Zoning District

Quality Community Objectives

The following Quality Community Objectives will be pursued in the Intown Neighborhood area:

- **Transportation Alternatives:** Alternatives to transportation by automobile, including mass transit, bicycle lanes and routes, and pedestrian facilities, should be made available in each community. Greater use of non-automobile transportation should be encouraged.
- **Housing Opportunities:** A range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community, to promote a mixture of income and age groups in each community, and to provide a range of housing choice to meet market needs.



- **Infill Development:** Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.

Implementation Strategies

Goal	Implementation Measures
Community Facilities	<ul style="list-style-type: none"> ● Evaluate, maintain, and repair municipal utility systems ● Capital Improvement Element (CIE) - Develop a long-term program for public facility improvements (sidewalks, recreational facilities, etc.)
Housing	<ul style="list-style-type: none"> ● Provide for quality, affordable housing to serve individuals and families with a mix of incomes ● Control nuisances such as abandoned vehicles, accumulation of junk, and tall weeds and grass
Transportation	<ul style="list-style-type: none"> ● Implement context-sensitive design principles in streetscaping, building situation, traffic management, etc. ● Create multi-modal connections to nearby commercial and civic centers ● Traffic Calming – Develop physical improvements to decrease traffic speeds and volumes in residential areas, increasing bicycle- and pedestrian-friendliness
Land Use	<ul style="list-style-type: none"> ● Encourage quality, creative design of higher-density residential developments ● Acquire key parcels where redevelopment is desired, as time, feasibility, and funding permit, in order to re-package this land for sale to private developers ● Compact development – Construct buildings vertically rather than horizontally, and configure them on a block or neighborhood scale that makes efficient use of land and resources



DEVELOPING TRADITIONAL NEIGHBORHOOD



Description of Character

“New urbanist” design has guided growth in these predominantly residential areas, and should continue to do so in the future. These communities were planned and infrastructure was completed, but housing construction has been at a standstill since the beginning of the current economic recession. Hoshton residents would like to ensure that future construction adheres to the traditional neighborhood patterns created in these areas.

Small, neighborhood-scale parks and networks of multi-use paths, extensive sidewalks, and golf cart paths should be developed to connect residents to commercial and civic centers. Street connectivity should be incorporated within and between developments and neighboring character areas. Appropriate, small-scale public or institutional uses are also encouraged.

Appropriate Land Uses

- Residential - moderate- to high-densities
- Public and institutional
- Recreational facilities

Compatible Zoning Categories

- **R-2** - Medium-Density Single-Family Residential Zoning District
- **R-3** - High-Density Residential Zoning District
- **G** - Government Zoning District

Quality Community Objectives

The following Quality Community Objectives will be pursued in the Developing Traditional Neighborhood area:

- **Open Space Preservation:** New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.
- **Transportation Alternatives:** Alternatives to transportation by automobile, including mass transit, bicycle lanes and routes, and pedestrian facilities, should be made available in each community. Greater use of non-automobile transportation should be encouraged.
- **Housing Opportunities:** A range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community, to promote a mixture of income and age groups in each community, and to provide a range of housing choice to meet market needs.
- **Traditional Neighborhood:** Traditional neighborhood development patterns should be encouraged, including use of more human scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.



Implementation Strategies

Goal	Implementation Measures
Community Facilities	<ul style="list-style-type: none"> ● Evaluate, maintain, and repair municipal utility systems
Housing	<ul style="list-style-type: none"> ● Ensure that new residential development is compatible with the neighborhood
Transportation	<ul style="list-style-type: none"> ● Create multi-modal connections to nearby commercial and civic centers ● Traffic Calming – Develop physical improvements to decrease traffic speeds and volumes in residential areas, increasing bicycle- and pedestrian-friendliness
Land Use	<ul style="list-style-type: none"> ● Compact Development - Develop land in a compact way, and configure buildings on a block scale to make efficient use of land and resources ● Develop design guidelines to ensure the physical appearance of new residences complements existing structures ● Establish maximum (rather than minimum) setback requirements to bring buildings closer to the street for the purpose of increasing walkability and ensuring a more traditional neighborhood feel



SUBURBAN NEIGHBORHOOD



Description of Character

The character of these areas can be classified as primarily residential, including typical suburban subdivisions. For undeveloped sections of these areas, the City hopes to encourage conservation subdivisions to preserve open space and concentrate residences as near as possible to existing transportation corridors and activity nodes.

Small, neighborhood-scale parks and networks of multi-use paths, extensive sidewalks, and golf cart paths should be developed to connect residents to commercial and civic centers. Street connectivity should be incorporated within and between developments and neighboring character areas. Appropriate, small-scale public or institutional uses are also encouraged.

Appropriate Land Uses

- Residential - low- to moderate densities
- Public and institutional
- Recreational facilities

Compatible Zoning Categories

- **R-1** - Low-Density Single-Family Residential Zoning District
- **R-2** - Medium-Density Single-Family Residential Zoning District
- **G** - Government Zoning District

Quality Community Objectives

The following Quality Community Objectives will be pursued in the Suburban Neighborhood area:

- **Open Space Preservation:** New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.
- **Transportation Alternatives:** Alternatives to transportation by automobile, including mass transit, bicycle lanes and routes, and pedestrian facilities, should be made available in each community. Greater use of non-automobile transportation should be encouraged.
- **Housing Opportunities:** A range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community, to promote a mixture of income and age groups in each community, and to provide a range of housing choice to meet market needs.



- **Environmental Protection.** Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Wherever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

Implementation Strategies

Goal	Implementation Measures
Natural and Cultural Resources	<ul style="list-style-type: none"> ● Encourage voluntary resource preservation through conservation easements ● Protect critical lands by developing conservation subdivisions ● Protect riparian areas by enforcing buffers ● Low-Impact Development (LID) - Use various land planning and design practices and technologies to conserve and protect natural resource systems and reduce infrastructure costs ● Protect tree canopy
Community Facilities	<ul style="list-style-type: none"> ● Evaluate, maintain, and repair municipal utility systems ● Capital Improvement Element (CIE) - Develop a long-term program for public facility improvements (sidewalks, recreational facilities, etc.)
Housing	<ul style="list-style-type: none"> ● Retrofit subdivisions to increase livability by providing more connectivity, pedestrian and bicycle accessibility, open space, and amenities ● Ensure that new residential development is compatible with the neighborhood
Transportation	<ul style="list-style-type: none"> ● Create multi-modal connections to nearby commercial and civic centers ● Traffic Calming – Develop physical improvements to decrease traffic speeds and volumes in residential areas, increasing bicycle- and pedestrian-friendliness
Land Use	<ul style="list-style-type: none"> ● Compact Development - Develop land in a compact way, and configure buildings on a block scale to make efficient use of land and resources ● Cluster Development - Construct new residential developments to set aside a significant portion of the site as undivided, permanently protected open space

DEVELOPING SUBURBAN NEIGHBORHOOD



Description of Character

Though nearly identical to the character of the Suburban Neighborhood, these character areas are identified separately due to their unfinished nature. Having been planned for subdivision development, they were abandoned in various stages of construction as a result of the current economic recession. There are some erosion and sedimentation issues in those Developing Suburban Neighborhoods with incomplete infrastructure; these will require intervention to mitigate negative environmental impacts.



These neighborhoods will be primarily residential. The City hopes to would like to encourage the development of conservation subdivisions to preserve open space and concentrate residences as near as possible to existing transportation corridors and activity nodes.

Small, neighborhood-scale parks and networks of multi-use paths, extensive sidewalks, and golf cart paths should be developed in conjunction with housing to connect residents with commercial and civic centers. Street connectivity should be incorporated within and between developments and neighboring character areas. Appropriate, small-scale public or institutional uses are also encouraged.

Appropriate Land Uses

- Residential - low- to moderate densities
- Public and institutional
- Recreational facilities

Compatible Zoning Categories

- **R-1** - Low-Density Single-Family Residential Zoning District
- **R-2** - Medium-Density Single-Family Residential Zoning District
- **G** - Government Zoning District

Quality Community Objectives

The following Quality Community Objectives will be pursued in the Developing Suburban Neighborhood areas:

- **Open Space Preservation:** New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.
- **Transportation Alternatives:** Alternatives to transportation by automobile, including mass transit, bicycle lanes and routes, and pedestrian facilities, should be made available in each community. Greater use of non-automobile transportation should be encouraged.
- **Housing Opportunities:** A range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community, to promote a mixture of income and age groups in each community, and to provide a range of housing choice to meet market needs.
- **Environmental Protection.** Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Wherever possible, the natural terrain, drainage, and vegetation of an area should be preserved.



Implementation Strategies

Goal	Implementation Measures
Natural and Cultural Resources	<ul style="list-style-type: none"> ● Encourage voluntary resource preservation through conservation easements ● Protect critical lands by developing conservation subdivisions ● Protect riparian areas by enforcing buffers ● Low-Impact Development (LID) - Use various land planning and design practices and technologies to conserve and protect natural resource systems and reduce infrastructure costs ● Promote environmentally-sensitive site design and prevent mass grading to avoid future erosion and sedimentation issues ● Protect tree canopy
Community Facilities	<ul style="list-style-type: none"> ● Evaluate, maintain, and repair municipal utility systems ● Capital Improvement Element (CIE) - Develop a long-term program for public facility improvements (sidewalks, recreational facilities, etc.)
Housing	<ul style="list-style-type: none"> ● Retrofit subdivisions to increase livability by providing more connectivity, pedestrian and bicycle accessibility, open space, and amenities
Transportation	<ul style="list-style-type: none"> ● Create multi-modal connections to nearby commercial and civic centers ● Traffic Calming – Develop physical improvements to decrease traffic speeds and volumes in residential areas, increasing bicycle- and pedestrian-friendliness
Land Use	<ul style="list-style-type: none"> ● Compact Development - Develop land in a compact way, and configure buildings on a block scale to make efficient use of land and resources ● Cluster Development - Construct new residential developments to set aside a significant portion of the site as undivided, permanently protected open space

EMPLOYMENT CENTER



Description of Character

This character area is primarily intended for light industrial and manufacturing enterprises with many employees. The Hoschton Business Park is located here, containing several larger-scale establishments. As a major gateway into the City, this area experiences high automobile traffic. Within and between developments, pedestrian connections should be established to serve employees, community residents, and visitors. Driveways should be consolidated and shared where appropriate to reduce interruptions of traffic flow and increase the safety of non-motorized road users. General commercial and retail development should be focused along Highway 53, to best serve residents and visitors and mirror the Developing Commercial Center area across the street. Minimal setbacks with parking to the rear of buildings should be encouraged to ensure visibility. Over time, the reuse and redevelopment of existing strip commercial establishments be encouraged.



Appropriate Land Uses

- Light industrial/manufacturing
- Commercial - general
- Offices/headquarters
- Recreational facilities
- Public and institutional

Compatible Zoning Categories

- **C-1** - Neighborhood Convenience Commercial Zoning District
- **C-2** - General Commercial Highway-Oriented Zoning District
- **C-3** - Commercial Motor Vehicles Service and Repair Zoning Overlay District
- **M-1** - Light Industrial Zoning District
- **G** - Government Zoning District

Quality Community Objectives

The following Quality Community Objectives will be pursued in the Employment Center area:

- **Growth Preparedness:** Each community should identify and put in place the pre-requisites for the type of growth it seeks to achieve. These might include infrastructure (roads, water, sewer) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs.
- **Appropriate Businesses:** The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.
- **Educational Opportunities:** Educational and training opportunities should be readily available in each community - to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.
- **Employment Options:** A range of job types should be provided in each community to meet the diverse needs of the local workforce.
- **Transportation Alternatives:** Alternatives to transportation by automobile, including mass transit, bicycle lanes and routes, and pedestrian facilities, should be made available in each community. Greater use of non-automobile transportation should be encouraged.

Implementation Strategies

Goal	Implementation Measures
Economic Development	<ul style="list-style-type: none"> ● Choose businesses to recruit and support; identify those best-suited to the community by analyzing local assets, workforce capabilities, and desires ● Assemble a team to market the assets and advantages this area can offer ● Address needs and problems of existing businesses to improve retention and encourage expansion ● Match the training needs of the local workforce with available resources
Community Facilities	<ul style="list-style-type: none"> ● Evaluate, maintain, and repair municipal utility systems
Transportation	<ul style="list-style-type: none"> ● Create multi-modal connections to nearby commercial and civic centers ● Encourage shared parking facilities between adjacent property owners



Goal	Implementation Measures
Land Use	<ul style="list-style-type: none"> ● Cluster Development - Construct new commercial and industrial developments to set aside a significant portion of the site as undivided, permanently protected open space ● Sign Regulations – Control the aesthetic impact of signage on the community by restricting the location, size, and appearance of advertizing signs (DCA model code available) ● Require appropriate buffers and landscaping between incompatible uses ● Direct growth to suitable locations while preserving sensitive or otherwise critical areas through transfer of development rights

GREEN SPACE



Description of Character

This area is characterized by open, undeveloped spaces as well as historic, cultural, or recreational resources. Conservation of these areas will focus development into denser areas of the central City, a goal expressed by Hoschton residents. Included in this character area are greenways along riparian corridors, selected specifically for their connectivity attributes. These greenways are mainly expressed as 50-foot development buffers; the exception to this is the greenway located along the Mulberry River, expressed as a 100-foot buffer to complement the same on the opposite side of the river, in Barrow County. Hoschton residents have indicated a desire to develop multi-use trails within these buffer zones to connect residential areas to the Downtown Hoschton and Developing Commercial Center character areas, access future recreational opportunities in adjacent communities, and improve water quality.

Appropriate Land Uses

- Public and institutional
- Recreational facilities - parks, playgrounds, and trails are encouraged

Compatible Zoning Categories

- **A** - Agricultural District
- **G** - Government Zoning District

Quality Community Objectives

The following Quality Community Objectives will be pursued in the Green Space area:

- **Heritage Preservation:** The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with traditional features of the community, and protecting other scenic or natural features that are important to defining the community’s character.



- **Open Space Preservation:** New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelt/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.
- **Environmental Protection:** Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Wherever possible, the natural terrain, drainage, and vegetation of an area should be preserved.
- **Transportation Alternatives:** Alternatives to transportation by automobile, including mass transit, bicycle lanes and routes, and pedestrian facilities, should be made available in each community. Greater use of non-automobile transportation should be encouraged.

Implementation Strategies

Goal	Implementation Measures
Natural and Cultural Resources	<ul style="list-style-type: none"> ● Encourage voluntary resource preservation through conservation easements ● Facilitate habitat preservation and active living by greenway and/or trails networks ● Protect riparian areas by enforcing buffers ● Protect rural and environmentally sensitive areas from the encroachment of incompatible uses by directing all new development to appropriate areas as defined on the Future Development Map ● Seek certification through the Georgia Historic Preservation Division by developing an historic preservation ordinance to be eligible for grants and other assistance ● Provide information to interested property owners regarding available state and federal incentives and funding opportunities for the rehabilitation of historic structures ● Protect tree canopy
Community Facilities	<ul style="list-style-type: none"> ● Intentionally locate public facilities to ensure they contribute to achieving the community’s desired development patterns
Transportation	<ul style="list-style-type: none"> ● Develop multi-use paths within greenway buffer zones as identified on the Future Development Map
Land Use	<ul style="list-style-type: none"> ● Evaluate the potential for creating a Green Space Overlay District to manage development in this area

AGRICULTURAL AREA



Description of Character

These areas indicate working farmland within the City of Hoshton, an important component to the rural heritage of this community. In light of farmland losses in recent years, it is crucial that these areas be preserved.



Primarily consisting of cultivated lands, these areas may also contain homestead residences and farm-related structures.

Appropriate Land Uses

- Agricultural and forestry
- Recreational facilities - trails are encouraged, where appropriate

Compatible Zoning Categories

- **A** - Agricultural District

Quality Community Objectives

The following Quality Community Objectives will be pursued in the Agricultural Area:

- **Heritage Preservation:** The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with traditional features of the community, and protecting other scenic or natural features that are important to defining the community’s character.
- **Open Space Preservation:** New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelt/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.
- **Environmental Protection:** Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Wherever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

Implementation Strategies

Goal	Implementation Measures
Economic Development	<ul style="list-style-type: none"> ● Assist local farmers in selling their products through agri-tourism, farmer’s markets, and similar activities
Natural and Cultural Resources	<ul style="list-style-type: none"> ● Encourage voluntary resource preservation through conservation easements ● Facilitate habitat preservation and active living by greenway and/or trails networks ● Protect riparian areas by enforcing buffers ● Protect rural and environmentally sensitive areas from the encroachment of incompatible uses by directing all new development to appropriate areas as defined on the Future Development Map ● Protect tree canopy
Transportation	<ul style="list-style-type: none"> ● Develop multi-use paths within greenway buffer zones as identified on the Future Development Map, and in other desired areas
Land Use	<ul style="list-style-type: none"> ● Concentrate growth in suitable locations while preserving sensitive or otherwise critical areas through transfer of development rights.



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3. ISSUES AND OPPORTUNITIES

3.1 Population

Growth Rate - The population of the City of Hoschton, much like Jackson County and the State of Georgia in general, is projected to increase over the next 20 years. Between 1990 and 2000, however, the rate of this increase was significantly higher in the City of Hoschton (66.7%) versus Jackson County (38.6%) and the state (26.4%). This trend is projected to continue through the year 2030, with the city of Hoschton's population increasing at a higher rate than both the county and the state. This phenomenon is likely due to Hoschton's proximity to Gwinnett County and the outer boundaries of the Atlanta metropolitan area, lying as it does at the western edge of Jackson County. As the economy recovers from the current recession over the next few years, Hoschton will need to be prepared to handle the effects of population growth on its land, housing stock, infrastructure, and community facilities.

Age Distribution Shifts - Hoschton is projected to witness an increase in the proportion of 25- to 44-year-olds and of children aged 13 and younger by 2030. This indicates that Hoschton is likely to remain an attractive option for families with young children in the next 20 years. In addition, the percentage of teenagers and young adults is projected to decrease, indicating a lack in variety of post-high school education and career opportunities in the immediate vicinity. The percentage of residents over 65 years of age is also projected to decrease. In order to capture these age groups in the future, additional amenities and services will need to be made available. The city of Hoschton should consider forming age-based focus groups (18- to 24-year olds and 65 years plus) to determine what actions the City might take to retain and attract these individuals.

3.2 Economic and Workforce Development

Employment - Between 1990 and 2000, the percentage of employed citizens working in the manufacturing industry decreased by nearly 6%. During this same period, the incidence of workers in the professional, scientific, management, administrative, and waste management services sector and the educational, health, and social services sector increased by over 6% and 11%, respectively. This is reflective of a national trend away from manufacturing and toward new job creation in service-related industries. To impart the knowledge and skills needed for jobs in these sectors, Hoschton should seek out focused workforce training opportunities for residents that might complement future employment needs within the City.

Education - The percentage of Hoschton residents with college degrees (Associate, Bachelor's, and Graduate/Professional) is roughly 21.3%, significantly lower than the State of Georgia (29.5%). To be competitive with other communities or band with nearby communities for certain types of businesses, the City should work with area schools and colleges to encourage residents of all ages to seek a college degree and/or vocational training.

Local Economic Development - The City is interested in enhancing commerce within its boundaries by focusing on bringing in and growing retail and restaurant businesses to fulfill the everyday needs of residents. Business development should be focused in the Downtown Hoschton and Developing Commercial Center character areas. The community is particularly in need of a grocery store; a site for such a development has been identified within the Developing Commercial Center area along Town Center Parkway. Economic development activities may be carried out by a local task force comprised of both elected officials, business community representatives, and residents. This task force could be responsible for coordinating on larger-scale projects with the Jackson County Chamber of Commerce.

Development Process - In order to encourage new small business development, the City should document and publicize the development process in both printed and web-based resources. For new entrepreneurs, this process can potentially be overwhelming or confusing; clear instructions about requirements for starting a



business in the City will help to foster a healthy and vibrant community. Such a project might be accomplished jointly with the Hoschton Business Alliance.

3.3 Housing

Housing Type and Tenure - In comparison to the State of Georgia and the U.S., a higher percentage of Hoschton's housing stock is of the detached single-family variety. In 2000, Hoschton also showed a higher incidence of homeownership (64.8%) than Georgia (61.9%) and the U.S. (60.24%). While this is usually considered a positive attribute, the City should ensure that an adequate supply of high-quality rental housing is available in order to attract and retain the young professionals and retired individuals for whom ownership is either not feasible or undesirable. The city is in a good position to be competitive here, as its median rent in 2000 was \$513, while the median rent at the State level was \$613. One way to create new rental housing within existing neighborhoods is to allow for accessory dwelling units such as garage apartments or "mother-in-law" units within the zoning ordinance. In addition, the City has expressed a desire to integrate multi-use development in certain areas. This might involve encouraging more residential units above commercial or office uses, therefore providing prospective residents with more housing choices.

Special Needs Households - Hoschton does not currently have a program focusing on households with special needs, such as low-income or homeless families or individuals. The City should regularly evaluate its population to ensure that all citizens have the opportunity to resident in a safe and healthy environment. Should City staff and officials determine that intervention necessary, there are many programs and several funding sources administered by the Georgia Department of Community Affairs to take advantage of.



3.4 Natural & Cultural Resources

Trees - The City does not have a tree protection ordinance. While the zoning ordinance requires landscaping to be included in new developments, this does not provide protection for the mature trees within the community that support air and water quality.

Wetlands - The City does not have a wetlands ordinance. The Zoning Ordinance, under General Design Standards, does identify that developments should maintain or create a minimum 100-foot buffer adjacent to wetlands. Federal and state regulations also offer some protection to Hoschton's wetlands. However, Georgia requires all jurisdictions with such resources to adopt a local protection ordinance, and has provided criteria in §391-3-16(3)(c) "Criteria for Wetlands Protection" which describes for local government minimal considerations for wetlands protection in the land use planning process with regard to wetlands identified in the Department of Natural Resources freshwater wetlands' database. Those minimal considerations are as follows:

1. Whether impacts to an area would adversely affect the public health, safety, welfare, or the property of others.
2. Whether the area is unique or significant in the conservation of flora and fauna including threatened, rare or endangered species.
3. Whether alteration or impacts to wetlands will adversely affect the function, including the flow or quality of water, cause erosion or shoaling, or impact navigation.
4. Whether impacts or modification by a project would adversely affect fishing or recreational use of wetlands.
5. Whether an alteration or impact would be temporary in nature.



6. Whether the project contains significant state historical and archaeological resources, defined as “Properties On or Eligible for the National Register of Historic Places.”
7. Whether alteration of wetlands would have measurable adverse impacts on adjacent sensitive natural areas.
8. Where wetlands have been created for mitigation purposes under Section 404 of the Clean Water Act, such wetlands shall be considered for protection.

To comply with the Department of Natural Resource standards, Hoschton should adopt and implement a local ordinance that requires consideration of the eight issues detailed above. In addition, the local ordinance should allow the following uses provided there is no long term impairment of wetland function: wildlife and fisheries management, wastewater treatment, recreation, and natural water quality treatment or purification.

Historic District - While a Downtown Development Overlay District has been established that contains Architectural Design Standards, there are no designated historic districts or accompanying ordinances within the City. A total of 27 commercial and residential properties have been identified as historic, however, and with further research, these may warrant the local, state, and/or national designation of a district. This would presumably contain standards for infill development that would complement the character of the surrounding buildings.

Cultural Attractions - The City of Hoschton is a creative community, boasting the popular ArtTrax, a spring arts festival. Residents have indicated the desire to increase the number of arts and cultural amenities within city limits, perhaps by developing such facilities as an art school, theater, and an outdoor space to hold concerts. Underused and/or vacant buildings throughout the city could potentially present some interesting opportunities for housing these types of amenities.

3.5 Community Facilities and Services

Public Space Maintenance - The City of Hoschton lacks an organized program for ensuring that parks and other public areas are well-maintained and free of litter and safety hazards. In order for these places to best serve Hoschton residents and visitors, the City should consider developing a “Keep Hoschton Beautiful” campaign.

Parks and Recreation – Hoschton residents have indicated a need for additional recreation opportunities for all ages within the city. To this end, the City is interested in exploring joint programming with Jackson County at Sells Mill Park, just outside city limits, in addition to finding new ways to utilize the Hoschton Ball Field. (STWP) In the future, the city may develop new facilities such as small parks, outdoor trails, and a fitness center to serve its population and enhance the health of the community.

3.6 Transportation

Walking and Bicycling - Little infrastructure for non-motorized transportation currently exists in the City of Hoschton. Opportunities for incorporating these modes into the transportation system should be addressed, such as the development of a comprehensive sidewalk network and on-street bicycle lanes where appropriate. To this end, the City should consider developing a bicycle-pedestrian plan to determine priority locations for development as funding becomes available. Attention should be focused on establishing pedestrian connections between residential areas and commercial and civic centers such as Downtown Hoschton and the Developing Commercial Center character areas. In addition, the City should adopt the recently-completed Northeast Georgia Plan for Bicycling and Walking.

Golf Carts - Hoschton residents have expressed interest in enhancing opportunities for golf cart transportation within city limits. As these vehicles travel at lower speeds than automobiles (usually no higher than 18 miles per hour), it is recommended that they only share the road in areas with low posted speeds. In areas with higher posted speeds on roads, it is recommended that the City of Hoschton develop a plan for separated golf cart paths connecting residential areas to commercial and civic centers.



Public Transportation - Hoschton should examine a potential partnership with Jackson County Transit to bring public transportation opportunities into and through the City for the purpose of serving the transportation disadvantaged, including seniors, lower-income residents, and people with disabilities, as well as residents who would prefer not to drive.

Highway 332 Realignment - The City will be working with the Georgia Department of Transportation (GDOT) to realign Highway 332 to intersect with Highway 53 via Town Center Parkway, as this particular intersection meets requirements to support a traffic light. This realignment will likely include a widening of Town Center Parkway and increase traffic volumes in the corridor. With this development, the City of Hoschton should take care to ensure that multi-modal transportation access is provided between the existing and future businesses along this roadway.

3.7 Land Use, Planning, & Development

Farmland Protection - The City does not currently have a program to protect farmland. The percentage of agricultural/forestry land has decreased between 2003 and 2010, indicating a need to protect what remains from future development pressures.

Regulations and Development Tools - Hoschton recently hired a private firm to serve temporarily as the planning staff for the City. This consultant is responsible for handling everyday planning issues and enforcing existing ordinances. The City has also solicited the help of the Northeast Georgia Regional Commission to update its zoning ordinance and map upon the completion and subsequent adoption of the comprehensive plan. This opportunity will enable the City to consider utilizing progressive techniques such as form-based zoning, tax-allocation districts (TADs) and/or community improvement districts (CIDs) in order to encourage attractive development in targeted areas.

3.8 Intergovernmental Coordination

Border Planning - Hoschton recognizes the need to enhance communication and cooperation with its neighbors, particularly the City of Braselton, Jackson County, and Barrow County. The City should ensure that these communities are consulted about projects occurring at or near their jurisdiction, possibly opening the door to joint planning efforts in the future.



4. IMPLEMENTATION PROGRAM

4.1 Goals and Policies

Economic Development

Goal: Increase Hoschton's tax base while maintaining the City's small-town atmosphere, enhancing the sense of place, and complementing historic, cultural, and natural attributes.

Supportive Policies:

- Target appropriate development strategies in Downtown Hoschton, the Developing Commercial Center, and the Employment Center to stimulate future private sector investment.
- Encourage retail development that will serve residents daily needs.
- Communicate the development process steps to residents to cultivate home-grown businesses.

Natural & Cultural Resources

Goal: Preserve and enhance existing resources (both natural and cultural) for future generations.

Supportive Policies:

- Ensure adequate supplies of quality water through protection of ground and surface water sources.
- Incorporate protection and conservation of resources into the decision-making process.
- Connect, maintain, and enhance greenspace in new development and existing neighborhoods.
- Reduce the impact of development on the natural topography and existing vegetation by limiting land disturbance activities and clear cutting.
- Locate new development in suitable locations to protect areas of natural and cultural importance.

Community Facilities & Services

Goal: Provide high quality, well-maintained community facilities and services in a cost-effective manner.

Supportive Policies:

- Focus infrastructure investment in designated growth areas.
- Consider infrastructure capacity when making development decisions.
- Provide for capital improvements concurrent with growth demands.
- Prevent a decline in current levels of service of community infrastructure by repairing and improving existing systems.
- Incorporate recreation areas into new developments as a means of distributing park space within the vicinity of new residents.

Housing

Goal: Provide a diverse mix of housing opportunities within quality neighborhoods to all residents, minimizing the adverse impacts of housing construction on the natural environment.

Supportive Policies:

- Promote street connectivity within and between neighborhoods.
- Plan for and encourage a variety of residential types and densities to accommodate residents of various incomes and ages.
- Increase the diversity of available housing choices.
- Eliminate substandard housing while increasing options for quality affordable housing.
- Promote the preservation of open space and inclusion of multi-modal transportation networks within and between new and existing neighborhoods.



Land Use

Goal: Ensure that redevelopment and new projects are compatible with and enhance the City's desired land use patterns.

Supportive Policies:

- Promote development patterns that increase the efficiency of transportation and service delivery, while minimizing environmental and cultural impacts and preserving local history.
- Promote mixed-use development by establishing enabling regulations and considering form-based techniques in selected areas.
- Promote development that does not foster automobile-dependence.
- Support complementary infill and cluster development and redevelopment.

Transportation

Goal: Provide a safe, comprehensive, efficient, and effective transportation system that integrates a variety of transportation modes, increasing mobility options for all residents.

Supportive Policies:

- Coordinate transportation and land use planning activities across all levels of government.
- Encourage street connectivity to increase safety, land use efficiency, and modal choices.
- Encourage the incorporation of sidewalks and bicycle facilities (such as parking racks and bike lanes).
- Promote the development of public transportation options, including possible connections to existing transit systems.

Intergovernmental Coordination

Goal: Coordinate planning, economic development, transportation, recreation, and administrative efforts between the City of Hoschton, Jackson County, the City of Braselton, Barrow County, and state and regional offices.

Supportive Policies:

- Share mutually beneficial services and facilities with neighboring jurisdictions.
- Develop solutions for shared regional issues.
- Pursue joint processes and information sharing for collaborative planning and decision-making.

4.2 Report of Accomplishments (2007-2010)

The following tasks were identified in the short-term work program of the 2007 Partial Update to the Comprehensive Development Plan. Elected officials and staff in the City of Hoschton were consulted to determine the status of each work plan item.

1) Develop a marketing program for Hoschton assets – The Hoschton Depot and Festivals are marketable destinations and should be exploited. A real marketing program for the depot will attract new residents to our town, and will let that asset break even, if not even turn a profit. The festivals – ArtTrax and the Fall Festival – are well-attended events that attract new residents as well as new patrons for our established locally owned and operated restaurants.

Status: Underway; estimated completion date of December 31, 2010.



2) Sewer Line Addition on West Jefferson to Brook Glen – This upgrade will allow Hoschton to eliminate a long-time problematic lift station which has required constant attention, and runs the additional risk of causing substantial penalties and fines for the too-frequent overflows that occur due to the very old and undersized equipment. Furthermore, replacement of it will allow development of approximately 200 new homes and about six acres of new commercial development.

Status: Completed

3) Sewer Extensions in Industrial Park – This extension of service will allow our industrial park to attract new businesses that currently do not wish to develop on septic tanks. That will result in jobs for our area, and additional revenue to the City of Hoschton. As we help our investors that created the park, we will encourage them to work with us again to promote orderly growth and new development.

Status: Completed

4) Add Architectural Design Standards for Commercial Development – Developers have reported that when we protect their investments in our town with tough standards, they are more encouraged to reinvest in our area. New standards will ensure that the attractive new development by Gary & Olsson on City Square will be further enhanced with more attractive buildings, and the entire town benefits with very little public cost.

Status: Completed

5) Add Park Space – Hoschton now encourages and provides incentives to developers to provide park space that does not cost the City – either to acquire or maintain. The last three projects approved include significant acreage set aside as passive open spaces with walking trails and picnic areas. These were trade-offs for smaller lot sizes, the park spaces are to serve the local subdivision that contains each, and the mandatory homeowner's association is required to maintain the park. We will continue to find ways to acquire park space, and space that has its maintenance paid for, without cost to the City.

Status: Completed

6) Reroute Highway 332 – The current connection of Highway 332 with Highway 53 is at a narrow intersection with no opportunity to expand the road for turning movements, and no opportunity for a turn signal. By turning 332 toward Highway 53 at Towne Center Parkway, we accomplish a number of excellent goals. We gain the needed right of way for dedicated turn lanes, we drive more traffic through a commercial corridor that will further benefit the town with traffic counts that are more likely to land a grocery store which many residents often cite as a desirable addition to the town. And we improve the chance for getting a traffic light permit from the DOT, which improves safety while supporting economic development.

Status: Postponed; reductions in local and DOT funding have inhibited this project from proceeding, but it will be addressed again soon.

7) Improve Intergovernmental Relationships – Hoschton and our neighbors will benefit from our working together, more than fighting our battles alone. Hoschton will continue to improve our working relationship with neighboring towns as well as with the County and State agencies. We will do this by identifying projects of mutual interest.

Status: Ongoing



4.3 Short-Term Work Program

Short Term Work Program City of Hoschton 2010-2014								
City of Hoschton Implementation	10	11	12	13	14	Cost Estimate	Funding Source	Responsible Party
Population								
Work with age-based focus groups to determine how to attract and retain young adults and seniors	x	x	x	x	x	\$0	N/A	City
Economic & Workforce Development								
Seek focused workforce training opportunities that complement future employment needs within the City	x	x	x	x	x	Unknown	N/A	City, Hoschton Business Alliance, Colleges and Vocational Schools
Develop programs to encourage residents of all ages to seek higher education or vocational training	x	x	x	x	x	Varies	Grants	School District, Colleges and Vocational Schools
Assemble a local task force to carry out economic development activities for Downtown Hoschton and the Development Commercial Center areas	x	x	x	x	x	\$0	N/A	City, Hoschton Business Alliance
Streamline and publicize the development permitting process		x				\$0	N/A	City, Hoschton Business Alliance
Housing								
Amend zoning ordinance to allow accessory dwelling units		x				(legal fees)	City	City
Natural & Cultural Resources								
Develop and adopt a tree protection ordinance		x				\$2,000 - \$4,000	City	City
Develop and adopt a wetlands protection ordinance per Department of Natural Resources standards		x				Included in the Zoning Ordinance update	City	City
Pursue designation of historic district(s) at the local, state, and/or national level		x				Varies	City	City, Historical Commission



Short Term Work Program City of Hoschton 2010-2014								
City of Hoschton Implementation	10	11	12	13	14	Cost Estimate	Funding Source	Responsible Party
Develop accompanying historic district ordinances to ensure appropriate protections and enhancements of structures			x			\$2,000	City	City, Historical Commission
Inventory and evaluate vacant and/or underused buildings for potential reuse as cultural facilities		x				\$0	N/A	City, Interns, Volunteers
Community Facilities and Services								
Develop and implement a "Keep Hoschton Beautiful" campaign		x	x	x	x	\$0	N/A	City, Volunteers
Explore joint programming opportunities with Jackson County at Sells Mill Park		x	x	x	x	\$0	N/A	City, Jackson County
Evaluate new ways to utilize the Hoschton Ball Field		x	x	x	x	Varies by project	City	City, Focus Groups
Transportation								
Adopt the Northeast Georgia Plan for Bicycling and Walking		x				\$0	N/A	City
Develop a local bicycle and pedestrian plan			x			\$3,000 - \$3,500	City	City
Develop a plan for separated golf cart facilities			x			\$3,000 - \$3,500 (Less if incorporated into a bicycle/pedestrian plan)	City	City
Examine a potential partnership with Jackson County Transit to bring public transportation service into the City		x				Unknown, dependent on services	Unknown, dependent on service	City, Jackson County Transit
Work with Georgia Department of Transportation (GDOT) to realign Highway 332			x	x	x	Unknown	City, GDOT	City, GDOT
Ensure multi-modal facilities are incorporated into the Highway 332 realignment			x	x	x	Unknown	City, GDOT	City, GDOT



Short Term Work Program City of Hoshton 2010-2014								
City of Hoshton Implementation	10	11	12	13	14	Cost Estimate	Funding Source	Responsible Party
Land Use, Planning & Development								
Update the City's zoning ordinance to reflect the community vision	x	x				\$6,000	Georgia DCA (\$4,000); City (\$2,000)	NEGRC, City
Develop and implement a Farmland Protection program		x	x			\$4,000 - \$5,000	City	City

RESOLUTION

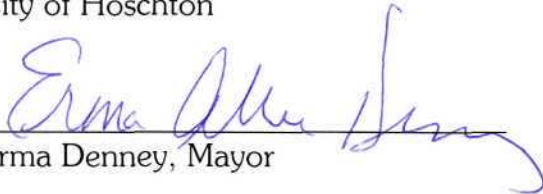
WHEREAS, the City of Hoschton has completed the Community Agenda document as part of the 20-year Comprehensive Plan Update.

WHEREAS, this document was prepared according to the Standards and Procedures for Local Comprehensive Planning effective May 2005 and established by the Georgia Planning Act of 1989, and the required public hearing was held on August 2, 2010.

BE IT THEREFORE RESOLVED, that the City of Hoschton does hereby transmit the Community Agenda portion of the 10-year Comprehensive Plan Update to the Northeast Georgia Regional Commission and the Georgia Department of Community Affairs for official review.

Adopted this 2nd day of August, 2010.

City of Hoschton


Erma Denney, Mayor


Clerk

Approved as to form.


City Attorney

Resolution
Community Agenda for the City of Hoschton's Comprehensive Plan

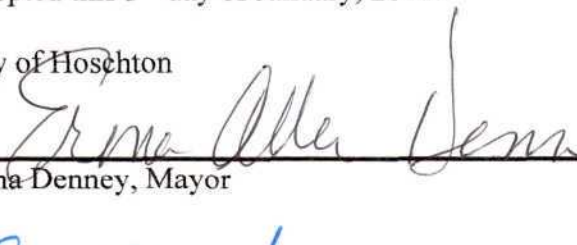
WHEREAS, the 1989 Georgia General Assembly enacted House Bill 215, the Georgia Planning Act, requiring all local governments to prepare a comprehensive plan in accordance with the Minimum Planning Standards and Procedures promulgated by the Georgia Department of Community Affairs; and

WHEREAS, the Community Agenda for the City of Hoschton's Comprehensive Plan, was prepared in accordance with the Minimum Planning Standards and Procedures; and

NOW THEREFORE, BE IT RESOLVED by the City of Hoschton that the Community Agenda for the City of Hoschton, Georgia, dated May 2010, as approved by the Georgia Department of Community Affairs is hereby adopted, and furthermore, that the Northeast Georgia Regional Commission shall be notified of said adoption within seven (7) days of the adoption of this resolution.

Adopted this 3rd day of January, 2011.

City of Hoschton



Erma Denney, Mayor



Clerk

