HAHIRA TOWN PLAN

PROJECT SUMMARY

LOCATION:

Hahira is a small Georgia town with about 1300 residents. Interstate Highway 75 connects Hahira to Valdosta, Georgia, a regional economic center, about 15 miles to the south, near the Georgia - Florida border.

SITUATION:

Hahira, like many small southern towns, grew from the intersection of two roads with a nearby railroad depot. While many small towns are declining with vacant main streets and deteriorating neighborhoods, Hahira has continued to thrive as a traditional small town.

Today, however, Hahira is changing. Inadequate sanitary sewer infrastructure limited growth for several decades. The recently completed sewer system will allow new growth, permitting the population to expand from 1300 to a maximum capacity of 3000 residents. Valdosta's continued growth makes Hahira a very desirable place to live. One can live in a traditional small town, and yet be able to commute to jobs in a metropolitan area of almost 100,000. Hahira citizens are now concerned with preserving the advantages of its small town character while attracting and accommodating the new growth.

CLIENT:

The City of Hahira, Georgia, was the client for the university-based project, providing support for materials and supplies for a urban design studio, salaries for graduate research assistants, and travel expenses for faculty and student trips to Hahira.

PROJECT:

The project includes the following documents:

- Comprehensive Plan, meeting the requirements of the recently adopted Georgia Planning Act. This plan, using GIS technology, was developed from three urban design alternatives, using principles from traditional American small towns, garden city and garden suburb design, and contemporary residential and commercial development models in the region. The final plan combined these different approaches, following the decisions of Mayor, Council and City Manager.
- Zoning Ordinance, corresponding to the Comprehensive Plan and replacing the existing ordinance. This ordinance is in a graphic format, intended to be easily understood by everyone, replacing the bulky zoning texts that few people, even city officials, understand.
- Subdivision Regulations, corresponding to the Comprehensive Plan and replacing the existing ordinance. This ordinance is also in a graphic format, showing subdivision, street and landscape requirements in simple drawings, using text only for the necessary procedures, definitions and technical requirements.
PROJECT SUMMARY

The Hahira Town Plan
Small towns, like Hahira, are again desirable places to live. The movement known as the New Urbanism usually comes as a surprise to residents of small towns, who have known all of the benefits, and the problems, of the old urbanism. These same citizens are also not surprised that many residents of larger cities are now moving to small towns, creating demographic shifts in some parts of the country. There are many reasons for this change: the search for better schools, fear of crime, desires for traditional values of home and community, racial prejudice, and so on. As a result, many small towns, particularly those within metropolitan areas, are popular enough to be facing growth problems, many for the first time since the end of the WWII. How these small towns manage this growth is an important concern, because growth often threatens the qualities that made them attractive in the first place.

Urban Design Issues
A major issue for growing small towns, like Hahira, is the quantity of new growth. Sometimes too much growth occurs too quickly, catching small communities unprepared. But a more serious problem is that this new growth usually occurs in ways that are very different from small town growth in the past. These differences include: (1) large scale versus traditional small scale development; (2) national/regional developers versus traditional local entrepreneurs; (3) single purpose regulations for automobiles versus combining needs of the automobile with other community needs; and (4) laissez-faire infrastructure extensions allowing leapfrog development versus economical compact growth and infill. Conventional planning and conventional zoning and subdivision regulations are seldom adequate to address these small town growth issues. New approaches are needed for small towns like Hahira.
The Design Process

The Hahira project addresses these growth and design issues through a two-phase planning process. Phase I was a conventional analysis, followed by the design of three alternative urban design plans. These plans, representing three distinct growth choices, were (1) the traditional city, (2) the garden city, and (3) the contemporary city. Several aspects of these plans — the garden city’s hierarchical street plan versus the traditional town’s grid distribution of traffic, for example — were presented at public hearings and for decision by the mayor and council. These decisions led to the final Hahira Town Plan and its component parts. Phase II created development regulations for Hahira, including zoning, subdivision regulations and historic district design guidelines. These documents are short, with less than 10 pages of text. Because the regulations are graphic they can be easily understood by everyone.

Conclusions

The Hahira Town Plan shows how professional work can be carried out using urban design as an essential part of city planning practice, a role that has been neglected for more than three decades. It also shows how the design studio in architectural schools can be used to solve real-world problems and contribute to expanding definitions of architectural practice. The Hahira Plan demonstrates a visually oriented process for engaging city officials directly in urban design and planning decisions. The new graphically oriented zoning and subdivision regulations allow everyone, citizens and developers alike, to understand the kind of town that is wanted and how to build it. Hahira is unusual because it is willing to ask questions about its future and is willing to involve the citizens of the town in that discussion through surveys, public meetings, and formal public hearings.
Hahira, located on Interstate Highway 75, is on the northern periphery of the Valdosta, Georgia, metropolitan area. It was founded in 1891 as a railroad town, providing a market place for the regional tobacco farms. The annual tobacco market, with its large warehouses and auctions, gave Hahira an identity lacking for many small towns in the area.

Hahira currently has a population of about 1500 and is now known for its honeybee industry and the Hahira Honeybee Festival, which attracts more than 30,000 people each year. The annual Bluegrass Festival and the Diamond H. Rodeo attract similar numbers of people.

The town grew from the intersection of two highways and a railroad. The two main streets making the crossroads are U.S. Highway 41, parallel to the railroad, which connected Atlanta to Florida before Interstate Highway 75, and Georgia Highway 122, which now provides access from I-75 to Moody Air Force Base, a few miles to the east. Downtown is located at the intersection of these two streets. Hahira no longer has train service, and the depot was demolished several years ago.

Hahira has several growth and development issues that led the city to prepare a new plan.

First, the town had been under development moratorium for several years due to the lack of a qualified sanitary sewer system. A new sewer system was recently completed, opening the way for development and expanding the capacity of the town from 1500 persons to about 3000 persons.

Second, the last undeveloped interchange on Interstate 75 is within the city limits of Hahira. The control of growth around this interchange is of critical concern because of possible competition with downtown and inappropriate strip commercial development on Highway 122.

Third, downtown is the social, commercial and civic center of Hahira, acting as a meeting place for everyone, rich and poor, black and white. The city wants to preserve and attract new businesses to downtown, while prohibiting commercial uses in other locations.

Fourth, and most important, the town wants to preserve its identity as a small town that is a desirable place to live. The town is enthusiastic about future growth, but it wants it to contribute to the city’s small town character.

The future of small towns like Hahira is not bright, given current economic trends and real estate development practices. Hahira simply wishes to grow as a small town. It is a way of growing and building a city that almost everyone agrees with. But it seldom happens.
DESIGN PROCESS

The project addressed whether urban design, as a discipline of both architecture and planning, could be useful in solving Hahira's key growth problems. Three questions were of concern.

First, how can urban design aid the planning decision process by providing clear choices to decision makers and revealing the consequences of those decisions?

Second, how can urban design aid in preparing regulations so that desired development is actually encouraged and that citizens and developers can easily understand the regulations?

Third, how can urban design contribute to planning processes for other small towns so that cities can plan for themselves rather than adopt model plans and ordinances?

The City of Hahira, Georgia, was the client for the project, providing support for professional faculty time, graduate research assistants, and project expenses, including faculty and student travel. The university based project began in the September of 1993 and was completed and accepted by the City in October of 1994, with public hearings in March and October. Adoption is expected in 1995. Additional work on historic district planning and design guidelines is underway.

PHASE I: DESIGN RESEARCH

The first phase of the project took place in a graduate level joint architecture and city planning studio. The studio had two primary purposes.

First was a conventional planning analysis, including a land use inventory, building condition analysis, demographic analysis and a community survey. Most of this data was recorded on a Geographic Information Systems (GIS) graphic database. A community survey was administered in cooperation with the City of Hahira Public Works Department, with survey forms sent with the monthly water bill.

Second, three teams, the studio prepared three detailed urban design alternatives for Hahira. The three included the traditional town, the garden city, and the contemporary city. Each team was responsible for translating historical and theoretical readings about these three development types into specific urban design and planning strategies and preparing the basic planning documents. These alternatives were then presented at a public meeting called by the Mayor and Council.

This process satisfied graduate curriculum objectives in both the architecture and city planning programs and provided a stimulating working and learning situation for the faculty, students, and the mayor and council of Hahira.

URBAN DESIGN ALTERNATIVES

Each of the alternative plans contained land use plans based on interpretations of growth and market forecasts for Hahira, street and public improvement plans to establish a capital budget for the town, preliminary zoning and subdivision recommendations, and an illustrative plan showing existing and new streets, residential subdivisions, commercial development, etc. The illustrative plan was the critical document to communicate the intention and consequences of each alternative to the city of Hahira.

The Traditional City

This is a continuation of traditional development practices. It includes a grid system of streets and blocks, with uniform lots, and sometimes alleys. Growth is incremental, but compact. Most commercial and civic buildings are on Main Street, forming a center of the town. A few commercial buildings may be scattered within residential blocks, particularly near downtown. Civic buildings, like the city hall, may be in the center of town. Others — churches, schools and libraries — are on major streets leading to the center. Most employment is downtown or located near the railroad. The town does not have a clear boundary or entry, because the grid is infinitely extendable in all directions. Agricultural land close to the city limits is assumed to be for future development.

The Garden City

The Garden City is a set of ideas meant to reform the traditional city. These ideas were dominant for most of the 20th Century and, therefore, underlie most conventional planning, zoning and subdivision practices. The street system is hierarchical, with cul-de-sacs being the prevalent local street. The town has a center for town-wide functions, but it is also divided into neighborhoods to provide identity. Each neighborhood has an elementary school, churches, playground, and maybe a retail center. Most employment is on the periphery of the town, clearly separated from the town’s neighborhoods. Civic buildings and large churches often have prominent locations in the town center. The city has a clear entry and defined boundaries, and it ideally surrounded by a greenbelt.

The Contemporary City

The contemporary city, reflecting contemporary development practices, is very different from the first two alternatives. It is a collection of enclaves — housing, commercial development, office parks, industrial parks, etc. These fragmented parts are connected by major streets, whose primary function is to allow traffic to flow as freely as possible. Usually, each enclave has only one entrance from a major street. The town would have no center if the historical center did not exist. Commercial development, new subdivisions, office parks, and even new civic buildings locate for ease of access, not proximity to one another. The contemporary city has boundaries around every development, entries at each development, and a lot of open space in between.
PHASE II: DESIGN IMPLEMENTATION

The second phase of the project focused on design implementation. The first part was to demonstrate and test the three separate alternative plans. The procedure was to focus on a list of issues that had emerged from public meetings, the town survey, and the analysis of existing conditions. Each item from this list was measured against the three alternatives to determine which was most appropriate. This process allowed the Mayor and Council to make decisions on each issue, which then determined the principles of the final plan. The following two examples illustrate this process.

One issue was the development of land inside the city limits where sewer service already existed versus the inevitable requests for sewer extensions and annexations in outlying areas. In the evaluation, the Contemporary City alternative was quickly rejected as wasteful. The Garden City alternative, with its boundary established by cul-de-sacs was selected as a physical design approach to limit incremental growth at the fringe. For the vacant land inside the built up area of the city, the Traditional City alternative was preferred, to complete and extend the city’s historic grid. This was to disburse traffic and make walking and bicycling easy throughout the town. It was immediately clear that a new approach to subdivision regulations would be required.

Another issue was the location of future commercial development. The Traditional City alternative was selected to limit commercial development only in the existing downtown area, following the strong preferences expressed in the town survey and by the Mayor and Council. The development patterns defined in the Contemporary City alternative were found to be appropriate for the area west of Interstate 75, because this territory was clearly highway related and would to be developed separately from the older parts of the town east of the highway anyway.

This procedure provided the guidance for the second part of Phase II work, which involved the final preparation of the Hahira Town Plan and the related Zoning Ordinance, Subdivision Regulations and Historic District Plan and Guidelines.
URBAN DESIGN IMPLEMENTATION

The new development regulations for Hahira are presented in the same 24" x 36" graphic format as the Town Plan itself. Any person wanting a copy of the Town Plan will automatically get the zoning ordinance, subdivision regulations and the historic district plan and guidelines. Likewise, anyone wanting any other part, will receive the entire document. The purpose is to make the plan and regulations simple and clear for everyone, eliminating misunderstandings among the city, citizens, and developers.

The implementation package contains the following:

**Hahira Zoning Ordinance**
- Sheet 1: Town Development Code
- Sheet 2: Zoning Regulations - Illustrated
- Sheet 3: Permitted Uses - Text
A short booklet with definitions and procedures is attached.

**Hahira Subdivision Regulations**
- Sheet 1: Property Development Plan
- Sheet 2: Subdivision Regulations - Illustrated
- Sheet 3: Subdivision Regulations - Text
A short booklet with definitions and procedures is attached.

**Hahira Historic District Guidelines**
- Sheet 1: Historic District Plan
- Sheet 2: Historic District Design Guidelines
A short booklet with definitions and procedures is attached.

This is a very different way to regulate growth. Towns like Hahira usually adopt model zoning ordinances and subdivision regulations and then adapt them as possible to their needs. However, if an ordinance is applicable anywhere, then it cannot respond to unique problems and characteristics of a particular place. Because most model ordinances aim to smoothly accommodate modern development practices, they have already made fundamental urban design choices for the town that adopts them. Also, Zoning and subdivision regulations usually rely exclusively on writing to regulate visual problems. These texts often obscure urban design decisions that may or may not be desirable. Many of the standards used in model ordinances are assumed to be technically correct, when in fact, they represent fundamental urban design choices. The Hahira regulations are specific to Hahira, its issues and its Town Plan.
Hahira Town Plan

Annexation Plan

Land Use Plan
URBAN DESIGN ISSUES

Large Scale Versus Traditional Small Scale Development
In the past, a property owner subdivided land, gave street easements to City, and sold lots to small builders. Or a businessperson purchased a lot on Main Street and built a building, sometimes for his business, sometimes to rent to others. Today's town building process is different. Developers buy land parcels and build houses, apartments, or office parks themselves. Developers aim these projects at specific markets, identified by the developer and his financing partners. Before, the land owner or businessperson wanted to be better, perhaps, but not very different from others in town. Today, the developer must produce a project that is separate and different so he can capture his market share.

National/Regional Developers Versus Local Entrepreneurs
Small town growth problems are magnified by national developers replacing local entrepreneurs. Developers are not local businesspeople who are building for themselves. The businesses who lease space are seldom local either. They risk their savings to start a business and depend on family and friends to be their initial customers. The developer has ties to regional or national companies, who are the critical ingredients to finance a project and build it. The future tenant's merchandising strategy, developed and tested nationally, influences the developer's project. This includes its location, site arrangement, and building design. Local situations are not part of the process, because identity comes from merchandising products, not relationships to particular places.

Single Purpose Traffic Planning Versus Planning of Relationships
Development brings more traffic. Each business wants its own parking spaces, which are seldom full. Access to the new lots creates more curb cuts, attracting more traffic and interfering with its flow. To keep traffic moving, on-street parking is eliminated, streets are widened, and turning lanes are installed. When these improvements attract more traffic, streets are made one-way, channeling traffic to protect surrounding areas. This sequence of actions inevitably leads to the decline of the Main Street, making older commercial buildings obsolete, sidewalks too narrow to be pleasant to walk on, and adjacent residential streets undesirable places to live. The wide distribution of traffic in the small town is replaced by attempting to manage traffic by channeling it to certain locations only.

Laissez-Faire Infrastructure Extensions Versus Compact Growth
Traditionally, most development, annexations, and utility extensions were incremental and compact. The grid of streets was simply extended. Water supply, sanitary sewer, and other utilities followed. Current development encourages utility extensions and annexations to occur beyond the periphery of the town. Larger scale development projects create price competition for large land parcels, making well-located outlying parcels more attractive. The necessity to establish a unique marketing strategy encourages projects that are separate from existing development and discourages projects that are small scale and fill in vacant space next to existing developments.

DESIGN PRINCIPLES

Encourage reuse of existing buildings, existing housing, and small scale development through controls on density and subdivision practices. The exception to this principle is for the large vacant property lying north of Highway 122 between downtown Hahira and I-75. This area should be developed as a whole so that the town entry on Highway 122 is protected.

Encourage small entrepreneurs to open small businesses in existing and new buildings restricted to downtown through strict zoning controls on commercial development. The exception to this principle is for the highway commercial area on the west side of I-75. This location is appropriate for regional and national chain retail and commercial establishments and will serve to protect the existing town.

Distribute traffic on a network of existing and new streets, avoiding channeling traffic through the existing downtown. In particular, avoid further four-lane construction on Highway 41. Instead provide multiple north-south traffic routes and limit through traffic. Maintain on-street parking on all streets that are sufficiently wide.

Require compact growth, eliminating unnecessary annexations and leapfrog developments through zoning regulations and subdivision regulations. In particular, where the town should not expand, require cul-de-sacs to limit adjacent development. In other locations, where growth is expected, require streets to extend to future neighborhoods and prohibit cul-de-sacs.
ZONING ORDINANCE

The Hahira Zoning Ordinance includes three items.

First is the Town Development Code, a 24" x 36" map, setting out the various districts which have specific regulations.

Second are two 24" x 36" sheets, setting out permitted uses and bulk, area, setback, and sign regulations in graphic form.

Third is a short brochure containing the legal basis of the ordinance and definitions of terms.
R-15T Traditional Single Family Residential:

P: To provide single-family residential units within existing lots of 16,000 square feet or less, and within the traditional neighborhood environment. All lots are designed to provide a modest neighborhood atmosphere and safety through provisions of rear setback, front setback, and maximum lot size. All lots are designed to provide curb cut regulations and setbacks for automobiles and useful pedestrian access.

PERMITTING PROCEDURE:

1. An application for a building permit shall be submitted. This application shall include:
   a. All text which certifies that the lot which is to be improved is a lot which is to be improved is a lot of record.
   b. A drawing, to scale, on which is shown the dimensions of the lot and the improvements proposed to be built.
   c. If the lot is a standard lot, the application must include:
      1. The name of the owner of the lot.
      2. A permit fee of $100 per lot.
      3. The permit fee of $100 per lot.

2. If the application is approved, a permit shall be issued to the owner of the lot.

3. The permit shall be valid for six months, and the permit fee must be paid before the permit is issued.

4. If the application is approved, the permit shall be valid for six months, and the permit fee must be paid before the permit is issued.

All Said Permits shall include:

- The name of the owner of the lot.
- A permit fee of $100 per lot.
- The permit fee of $100 per lot.

R-15S Suburban Single Family Residential:

P: To provide single-family residential units within existing lots of 16,000 square feet or less, and within the traditional neighborhood environment. All lots are designed to provide a modest neighborhood atmosphere and safety through provisions of rear setback, front setback, and maximum lot size. All lots are designed to provide curb cut regulations and setbacks for automobiles and useful pedestrian access.

PERMITting PROCEDURE:

1. An application for a building permit shall be submitted. This application shall include:
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   b. A drawing, to scale, on which is shown the dimensions of the lot and the improvements proposed to be built.
   c. If the lot is a standard lot, the application must include:
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All Said Permits shall include:

- The name of the owner of the lot.
- A permit fee of $100 per lot.
- The permit fee of $100 per lot.

R-7.5T Traditional Single Family Residential:

P: To provide single-family residential units within existing lots of 16,000 square feet or less, and within the traditional neighborhood environment. All lots are designed to provide a modest neighborhood atmosphere and safety through provisions of rear setback, front setback, and maximum lot size. All lots are designed to provide curb cut regulations and setbacks for automobiles and useful pedestrian access.

PERMITTING PROCEDURE:

1. An application for a building permit shall be submitted. This application shall include:
   a. All text which certifies that the lot which is to be improved is a lot which is to be improved is a lot of record.
   b. A drawing, to scale, on which is shown the dimensions of the lot and the improvements proposed to be built.
   c. If the lot is a standard lot, the application must include:
      1. The name of the owner of the lot.
      2. A permit fee of $100 per lot.
      3. The permit fee of $100 per lot.

2. If the application is approved, a permit shall be issued to the owner of the lot.

3. The permit shall be valid for six months, and the permit fee must be paid before the permit is issued.

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All Said Permits shall include:

- The name of the owner of the lot.
- A permit fee of $100 per lot.
- The permit fee of $100 per lot.

R-7.5S Suburban Single Family Residential:

P: To provide single-family residential units within existing lots of 16,000 square feet or less, and within the traditional neighborhood environment. All lots are designed to provide a modest neighborhood atmosphere and safety through provisions of rear setback, front setback, and maximum lot size. All lots are designed to provide curb cut regulations and setbacks for automobiles and useful pedestrian access.

PERMITTING PROCEDURE:

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   b. A drawing, to scale, on which is shown the dimensions of the lot and the improvements proposed to be built.
   c. If the lot is a standard lot, the application must include:
      1. The name of the owner of the lot.
      2. A permit fee of $100 per lot.
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2. If the application is approved, a permit shall be issued to the owner of the lot.

3. The permit shall be valid for six months, and the permit fee must be paid before the permit is issued.

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All Said Permits shall include:

- The name of the owner of the lot.
- A permit fee of $100 per lot.
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**PUD Planned Unit Development:**

Purposes:
- The purposes of this district are to provide a large, development-oriented, high density, central business district to serve the needs of the community.
- The central business district serves as a focal point and provides a logical focal point for the city's economic activities.
- The center of the district shall be a "core" area designated and set aside for the central business district.
- The center of the district shall be a "core" area designated and set aside for the central business district and shall serve as the focal point for the city's economic activities.

Permitting Procedure:
- An application for a building permit shall be submitted. This application shall include:
  - A certificate which certifies that the lot which is sought to be developed is a "core" area designated and set aside for the central business district.
  - Two site plans drawn to scale showing the actual dimensions of the lot and the boundaries of the lot, the number of stories on the lot, the number of cars to be built on the lot, and the size of the lot.
  - If the lot has a fixed basin, the application shall include:
    - A statement of the fixed basin which includes:
      - The location of the fixed basin.
      - The size of the fixed basin and the size of the lot.
      - The size of the lot and the size of the fixed basin.
- An application for a building permit shall be submitted. This application shall include:
  - A certificate which certifies that the lot which is sought to be developed is a "core" area designated and set aside for the central business district.
  - Two site plans drawn to scale showing the actual dimensions of the lot and the boundaries of the lot, the number of stories on the lot, and the size of the lot.
  - If the lot has a fixed basin, the application shall include:
    - A statement of the fixed basin which includes:
      - The location of the fixed basin.
      - The size of the fixed basin and the size of the lot.
      - The size of the lot and the size of the fixed basin.

**CBD Central Business District:**

Purposes:
- The purposes of this district shall be to designate a limited area within the city's central business district to be used for the following purposes:
  - Business offices
  - Hotels
  - Apartment buildings
- The center of the district shall be a "core" area designated and set aside for the central business district and shall serve as the focal point for the city's economic activities.

Permitting Procedure:
- An application for a building permit shall be submitted. This application shall include:
  - A certificate which certifies that the lot which is sought to be developed is a "core" area designated and set aside for the central business district.
  - Two site plans drawn to scale showing the actual dimensions of the lot and the boundaries of the lot, the number of stories on the lot, and the size of the lot.
  - If the lot has a fixed basin, the application shall include:
    - A statement of the fixed basin which includes:
      - The location of the fixed basin.
      - The size of the fixed basin and the size of the lot.
      - The size of the lot and the size of the fixed basin.

**CH Highway Commercial:**

Purposes:
- The purpose of this district shall be to designate a limited area within the city's central business district to be used for the following purposes:
  - Business offices
  - Hotels
  - Apartment buildings
- The center of the district shall be a "core" area designated and set aside for the central business district and shall serve as the focal point for the city's economic activities.

Permitting Procedure:
- An application for a building permit shall be submitted. This application shall include:
  - A certificate which certifies that the lot which is sought to be developed is a "core" area designated and set aside for the central business district.
  - Two site plans drawn to scale showing the actual dimensions of the lot and the boundaries of the lot, the number of stories on the lot, and the size of the lot.
  - If the lot has a fixed basin, the application shall include:
    - A statement of the fixed basin which includes:
      - The location of the fixed basin.
      - The size of the fixed basin and the size of the lot.
      - The size of the lot and the size of the fixed basin.

**O-1 Office Institutional:**

Purposes:
- The purpose of this district shall be to designate a limited area within the city's central business district to be used for the following purposes:
  - Business offices
  - Hotels
  - Apartment buildings
- The center of the district shall be a "core" area designated and set aside for the central business district and shall serve as the focal point for the city's economic activities.

Permitting Procedure:
- An application for a building permit shall be submitted. This application shall include:
  - A certificate which certifies that the lot which is sought to be developed is a "core" area designated and set aside for the central business district.
  - Two site plans drawn to scale showing the actual dimensions of the lot and the boundaries of the lot, the number of stories on the lot, and the size of the lot.
  - If the lot has a fixed basin, the application shall include:
    - A statement of the fixed basin which includes:
      - The location of the fixed basin.
      - The size of the fixed basin and the size of the lot.
      - The size of the lot and the size of the fixed basin.

**M-B Light Manufacturing Business:**

Purposes:
- The purposes of this district shall be to designate a limited area within the city's central business district to be used for the following purposes:
  - Business offices
  - Hotels
  - Apartment buildings
- The center of the district shall be a "core" area designated and set aside for the central business district and shall serve as the focal point for the city's economic activities.

Permitting Procedure:
- An application for a building permit shall be submitted. This application shall include:
  - A certificate which certifies that the lot which is sought to be developed is a "core" area designated and set aside for the central business district.
  - Two site plans drawn to scale showing the actual dimensions of the lot and the boundaries of the lot, the number of stories on the lot, and the size of the lot.
  - If the lot has a fixed basin, the application shall include:
    - A statement of the fixed basin which includes:
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<td><img src="image15" alt="Diagram" /></td>
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<tr>
<td><strong>2 spots per unit</strong></td>
<td><strong>2 spots per unit</strong></td>
<td><strong>2 spots per unit</strong></td>
<td><strong>2 spots per unit</strong></td>
<td><strong>1 spot per bedroom</strong></td>
</tr>
<tr>
<td><strong>Sign Regulations</strong></td>
<td><strong>Sign Regulations</strong></td>
<td><strong>Sign Regulations</strong></td>
<td><strong>Sign Regulations</strong></td>
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<tr>
<td><strong>2 sf</strong></td>
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<td><strong>2 sf</strong></td>
<td><strong>2 sf</strong></td>
<td><strong>2 sf</strong></td>
</tr>
<tr>
<td><strong>Lot Coverage Ratio</strong></td>
<td><strong>Lot Coverage Ratio</strong></td>
<td><strong>Lot Coverage Ratio</strong></td>
<td><strong>Lot Coverage Ratio</strong></td>
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<td><img src="image24" alt="Diagram" /></td>
<td><img src="image25" alt="Diagram" /></td>
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<tr>
<td>LCR 0.30</td>
<td>LCR 0.30</td>
<td>LCR 0.30</td>
<td>LCR 0.30</td>
<td>LCR 0.30</td>
</tr>
</tbody>
</table>

*LCR* stands for Lot Coverage Ratio.
SUBDIVISION REGULATIONS

The Hahira Subdivision Regulations include three items.

First is the Property Development Plan, a 24" x 36" map, setting out the types of subdivisions permitted by district.

Second are two 24" x 36" sheets, setting out graphic illustrations of subdivision principles and text descriptions of specific regulations.

Third is a short brochure containing the legal basis of the ordinance and definitions of terms.
IMPLEMENTATION/ANALYSIS:
- Zoning/Development Code Plan
- Subdivision Plan
- Historic Preservation Plan

IMPLEMENTATION/DEVELOPMENT:
- Subdivision Regulations

COMPREHENSIVE PLAN IMPLEMENTATION DOCUMENTS:
- Comprehensive Plan
- Development Code
- Zoning Regulations
- Subdivision Regulations
- Public Landscape Plan
- Private Landscape Guidelines
- Subdivision Regulations
- Land Use Plan
- Design Regulations

Street Types
- Local
- Collector
- Arterial

Easy Landscapes
- Entry Landscape 3
- Entry Landscape 4
- Entry Landscape 5

Subdivision Types
ARTICLE V
MINIMUM DESIGN STANDARDS TRADITIONAL SUBDIVISION

3.4 BLOCKS. Block type: subdivided. Grid: Grid (at least 4 blocks)

3.4.1 Residential. The length of subdivided blocks shall be not less than four hundred (400) feet, but not less than two hundred (200) feet. Blocks of more than four hundred (400) feet will be subdivided into one or more blocks, unless streets and subdivision blocks of greater length than two hundred (200) feet will be subdivided to conform to the street requirements. Blocks of greater length shall be subdivided into smaller blocks or streets provided by a minimum of two hundred (200) feet, including any common right-of-way, and other streets or blocks so created by a development agreement or a development order shall be approved by the appropriate authorities and accepted for public maintenance.

3.4.2 Commercial and Industrial. Right-of-way for commercial and industrial subdivisions shall be provided in accordance with the provisions of the planning commission and the planning department.

3.4.3 ESSENTIALS. Utilities shall be provided in accordance with the Planning Department's regulations, without which the subdivision shall not be accepted for public maintenance.

3.5 LOSSES. Drainage shall be provided in accordance with the Planning Department's regulations.

3.6 FOOT RIGHTS. Any one of the following foot rights shall be provided in such a manner, at the expense of the owner, as to conform to the Planning Department's regulations:

3.6.1 Buffers. Buffer strips shall be provided along the right-of-way of existing streets and at the front of a subdivision, except as provided in Section 3.6.2. Buffers shall be at least two hundred (200) feet along the front of the property.

3.6.2 Lot Sizes. Buffers shall be provided along the front of the property, except as provided in Section 3.6.1. Buffers shall be at least two hundred (200) feet along the front of the property.

3.6.3 Drainage. Drainage shall be provided in accordance with the Planning Department's regulations.

3.7 BUILDING LINES. All building shall be limited so as to be in accordance with the zoning ordinance for the City of [City Name].

3.8 BUFFER ZONES. BUFFER ZONES shall be provided in such a manner, at the expense of the owner, as to conform to the Planning Department's regulations.

3.9 STREETS. The street and road systems of any subdivisions shall be in accordance with the Street Plans for the City of [City Name].

3.10 STREETS. Each street block in the subdivision shall be subject to the provisions of Section 3.4.1. Each street block shall be at least two hundred (200) feet along the front of the property. Buffers shall be at least two hundred (200) feet along the front of the property. Buffers shall be at least two hundred (200) feet along the front of the property.

3.11 STREETS. Each street block in the subdivision shall be subject to the provisions of Section 3.4.1. Each street block shall be at least two hundred (200) feet along the front of the property. Buffers shall be at least two hundred (200) feet along the front of the property. Buffers shall be at least two hundred (200) feet along the front of the property.

3.12 STREETS. Each street block in the subdivision shall be subject to the provisions of Section 3.4.1. Each street block shall be at least two hundred (200) feet along the front of the property. Buffers shall be at least two hundred (200) feet along the front of the property. Buffers shall be at least two hundred (200) feet along the front of the property.

ARTICLE VI
MINIMUM DESIGN STANDARDS SUBURBAN SUBDIVISION

6.1 BLOCKS. Block type: subdivided. Grid: Grid (at least 4 blocks)

6.1.1 Residential. The length of subdivided blocks shall be not less than four hundred (400) feet, but not less than two hundred (200) feet. Blocks of more than four hundred (400) feet will be subdivided into one or more blocks, unless streets and subdivision blocks of greater length than two hundred (200) feet will be subdivided to conform to the street requirements. Blocks of greater length shall be subdivided into smaller blocks or streets provided by a minimum of two hundred (200) feet, including any common right-of-way, and other streets or blocks so created by a development agreement or a development order shall be approved by the appropriate authorities and accepted for public maintenance.

6.1.2 Commercial and Industrial. Right-of-way for commercial and industrial subdivisions shall be provided in accordance with the provisions of the planning commission and the planning department.

6.2 ESSENTIALS. Utilities shall be provided in accordance with the Planning Department's regulations, without which the subdivision shall not be accepted for public maintenance.

6.3 LOSSES. Drainage shall be provided in accordance with the Planning Department's regulations.

6.4 BUFFER ZONES. BUFFER ZONES shall be provided in such a manner, at the expense of the owner, as to conform to the Planning Department's regulations.

6.5 STREETS. The street and road systems of any subdivisions shall be in accordance with the Street Plans for the City of [City Name].

6.6 STREETS. Each street block in the subdivision shall be subject to the provisions of Section 6.1.1. Each street block shall be at least two hundred (200) feet along the front of the property. Buffers shall be at least two hundred (200) feet along the front of the property. Buffers shall be at least two hundred (200) feet along the front of the property.

6.7 STREETS. Each street block in the subdivision shall be subject to the provisions of Section 6.1.1. Each street block shall be at least two hundred (200) feet along the front of the property. Buffers shall be at least two hundred (200) feet along the front of the property. Buffers shall be at least two hundred (200) feet along the front of the property.

6.8 STREETS. Each street block in the subdivision shall be subject to the provisions of Section 6.1.1. Each street block shall be at least two hundred (200) feet along the front of the property. Buffers shall be at least two hundred (200) feet along the front of the property. Buffers shall be at least two hundred (200) feet along the front of the property.

6.9 STREETS. Each street block in the subdivision shall be subject to the provisions of Section 6.1.1. Each street block shall be at least two hundred (200) feet along the front of the property. Buffers shall be at least two hundred (200) feet along the front of the property. Buffers shall be at least two hundred (200) feet along the front of the property.

ARTICLE VII
EXISTING LANDSCAPE

7.1 Trees. Trees are an important element of the natural environment and should be preserved to the extent possible, consistent with the requirements of the City of [City Name]. Trees are an important element of the natural environment and should be preserved to the extent possible, consistent with the requirements of the City of [City Name].

7.2 Trees. Trees are an important element of the natural environment and should be preserved to the extent possible, consistent with the requirements of the City of [City Name]. Trees are an important element of the natural environment and should be preserved to the extent possible, consistent with the requirements of the City of [City Name].
ARTICLE VII
MINIMUM DESIGN STANDARDS
MIXED USE PLANNED DEVELOPMENT SUBDIVISION

8-1. BLOCKS. Block types allowed: Unit, Corridor Unit, Corridor, Loop (see dia. 4).

8-2. Easements.

8-3. The width of residential lots shall be no less than six hundred (600) feet.

8-4. Easements.

8-5. Utilities. Easements for servitude shall be located within the planned residential area and shall be in a minimum width of twenty (20) feet except that a greater width shall be provided where it is determined by the county engineer that a greater width is necessary for the purpose of construction or maintenance.

8-6. Drainage. Drainage easements shall be provided as required by the City Engineer after review of the preliminary plat and preliminary plan of the subject subdivision.

8-7. Easements.

8-8. Easements.


8-10. Easements.

8-11. The minimum lot elevation shall be consistent in the building area and for a minimum distance of one hundred (100) feet from the edge of the street.

8-12. Easements.


8-14. Easements.


8-16. Easements.

8-17. Easements.

8-18. Easements.


8-20. Easements.


8-22. Easements.

8-23. Easements.


8-25. Easements.


8-27. Easements.


8-29. Easements.

8-30. Easements.

ARTICLE VIII
MINIMUM DESIGN STANDARDS
BUSINESS USE PLANNED DEVELOPMENT SUBDIVISION

8-1. BLOCKS. Block types allowed: Unit, Corridor Unit, Corridor, Loop (see dia. 4).

8-2. Easements.

8-3. The width of residential lots shall be no less than six hundred (600) feet.

8-4. Easements.

8-5. Utilities. Easements for servitude shall be located within the planned residential area and shall be in a minimum width of twenty (20) feet except that a greater width shall be provided where it is determined by the county engineer that a greater width is necessary for the purpose of construction or maintenance.

8-6. Drainage. Drainage easements shall be provided as required by the City Engineer after review of the preliminary plat and preliminary plan of the subject subdivision.

8-7. Easements.

8-8. Easements.


8-10. Easements.

8-11. The minimum lot elevation shall be consistent in the building area and for a minimum distance of one hundred (100) feet from the edge of the street.

8-12. Easements.


8-14. Easements.


8-16. Easements.

8-17. Easements.

8-18. Easements.


8-20. Easements.


8-22. Easements.

8-23. Easements.


8-25. Easements.


8-27. Easements.


8-29. Easements.

8-30. Easements.

8-31. Easements.
HISTORIC DISTRICT GUIDELINES

The Hahira Historic District Guidelines include three items.

First is the Historic District Plan, a 24" x 36" map, setting out the boundaries of the Historic District.

Second are two 24" x 36" sheets, setting out graphic illustrations of the historic district design guidelines.

Third is a copy of the historic preservation ordinance and definitions of terms.
Building Design Guidelines

Commercial

- Building size and shape should be compatible with surrounding structures.
- Design should be focused on maximizing pedestrian access and minimizing vehicular traffic.

Industrial

- Building size and shape should be compatible with surrounding structures.
- Design should be focused on maximizing pedestrian access and minimizing vehicular traffic.

Transitional

- Building size and shape should be compatible with surrounding structures.
- Design should be focused on maximizing pedestrian access and minimizing vehicular traffic.

Residential

- Building size and shape should be compatible with surrounding structures.
- Design should be focused on maximizing pedestrian access and minimizing vehicular traffic.