

## LAND USE

Realistic planning for Thomasville must be based on an up-to-date inventory and analysis of the existing physical, social and economic make-up of the community. As part of the study of existing conditions, this element is concerned with the current arrangement of homes, public facilities, commercial and industrial operations, and other uses of land and structures.

### Overview

An analysis of existing land use provides information needed to understand past development and to predict and hopefully manage future growth. Land use patterns are almost never random occurrences in an urban area, but reflect an underlying locational logic. After taking into account effects of local geography, the distribution of land uses can reveal a great deal about social and economic conditions. Further, land use patterns tend to be self-perpetrating; once established, they most often persist and expand over a period of time.

However, adjacent and uncoordinated land uses often generate conflicts and uncertainty. Activities which are incompatible for reasons of health, safety, or aesthetics are subject to the regulatory power of local government. The most common use of local government regulatory power in these instances is through the use of zoning or other forms of land use regulation. A major goal of the land use planning process is to establish guidelines for establishing future direction to the land use decision-making process so that more harmonious relationships between land uses may result. Unfortunately, these guidelines sometimes involve changes in long established patterns. These changes, however, are often necessary in order to bring about a more logical, rational, and uniform pattern of land use.

### Existing Land Use And Zoning Patterns

Tables 6-1 and 6-2 contain existing land use and current zoning by category in Thomasville for comparison purposes. The arrangement and pattern of existing land uses is depicted in Map 7.

TABLE 6-1  
THOMASVILLE LAND USE

<u>Land Use</u>	<u>Acreage</u>	<u>Percent</u>
Residential*	3,599	37.8
Very low density	315	3.3
Low density	2,546	26.7
Medium density	560	5.9
High density	178	1.9
Recreation	489	5.1
Public/Institutional	475	5.0
Neighborhood/Limited/Commercial/ Office	105	1.1
General Commercial	656	5.8
Warehousing/Wholesaling/Industrial	541	6.7
Transportation/Communication/ Utilities**	121	1.1
Undeveloped	<u>3,567</u>	<u>37.4</u>
Total	9,553	100.0

\* Very low density (less than 1 dwelling unit/acre)  
 Low density (1 to 5 dwelling units/acre)  
 Medium density (5 to 11 dwelling units/acre)  
 High density (greater than 11 dwelling units/acre)

\*\* Excludes transportation rights-of-way which typically account for 25 percent to 40 percent of land use in a developed area.

TABLE 6-2  
THOMASVILLE ZONING

<u>Zoning Classification</u>	<u>Acreage</u>	<u>Percent</u>
A (agricultural/residential)	1,349	14.1
Residential	5,024	52.6
R-1A (single family residential)	2,254	23.6
R-1B (single family residential)	0	0
R-1 (single family residential)	2,258	23.6
R-2A (multiple family residential)	14	0.1
R-2 (multiple family residential)	498	5.3
C-1A (limited commercial)	93	1.0
C-1 (general commercial)	494	5.2
C-2 (heavy commercial/warehousing/ wholesaling)	580	6.1
M (manufacturing)	1,740	18.2
M-1 (manufacturing)	231	2.4
MH (mobile home)	42	0.4
Total	<u>9,553</u>	<u>100.0</u>

From an analysis of Tables 6-1 and 6-2, it appears that there is a surplus of land currently zoned commercial (1,167 acres) compared to land currently used for commercial purposes (761 acres). However, much of the land currently zoned commercial, is in outmoded or poorly located areas for today's expanding commercial uses. As service oriented and other businesses expand, continued requests for commercial zoning can be expected, primarily along major streets and highways.

Without regard to locational suitability, 40 percent more land is zoned for residential uses (5,024 acres) than is actually used (3,599 acres). In addition, areas zoned A can be used for residential, as well as agricultural purposes. Some residentially zoned land is used for non-residential purposes, primarily recreation and public/institutional.

541 acres of land are used for industrial, warehousing, or wholesaling purposes while almost 2,000 acres are zoned M-1 or M-2. Most of this industrially zoned land is excellently located for development of industrial uses, unlike the commercial zoning pattern.

#### Transitional Land Use Areas

During the land use analysis, six areas of the City have been identified as transitional land use areas. Generally, these are areas where land uses have been changing or are expected to change during the planning period. Both internally and along the periphery of these areas, land use conflicts between potentially incompatible uses have resulted or could result. See Map 7 for location of these areas.

Area A is the area surrounding Archbold Hospital. It is an older established, and viable neighborhood with an increasingly frequent conversion of existing houses to office or limited commercial uses. Zoning is a mixture of R-1A, R-2, R-2A (Limited Use), C-1A, and C-1 (Limited Use).

Consideration should be given to changing the zoning pattern to allow medical facilities and limited commercial and office uses with appropriate performance standards and buffers to minimize any adverse impacts on surrounding residences and streets. Major streets in the area operate currently at 33 to 67 percent of capacity; however, Hansell Street is presently operating near 100 percent of capacity. Through truck traffic should be banned on Hansell Street after completion of the new West Bypass.

Area B includes all or parts of the Remington Avenue/Dawson Street Historic Districts. This is an area of commercial and office conversions in an old residential neighborhood adjacent to downtown. Over the years, the area has become primarily non-residential in character. In that portion of the area that is in the Dawson Street Historic District, regulations permit limited non-residential uses and conversion of historically significant structures, but with approval of an Architectural Review Board. Zoning in the area is mixed.

Consideration should be given to strongly discourage zoning changes to a non-residential zoning category in areas northwest of Clay Street and northeast of Dawson Street. Zoning in the remainder of the area should be changed to a limited commercial/office category.

Area C is bounded on the north by Campbell Street, on the south by West Jackson Street, and is bisected by Martin Luther King, Jr., Drive. The central portion of the area consists of 1940 and 1950 vintage housing which is bordered by commercial and industrial uses on all sides.

Commercial uses should be limited to an area north of College Street and along West Jackson Street frontage. All possible attempts should be made to protect and improve the residential character of this neighborhood as is currently being done in the "Crescent" area. There are also drainage and sewerage system problems in the areas which need to be addressed.

Area D extends from West Jackson Street on the southeast to north of North Boulevard. It is bounded roughly by West Madison Street and partly by the CSX railroad tracks. It includes the "Crescent" housing rehabilitation and improvement area. It is an area of existing land use conflicts between residential and commercial and light industrial uses. More specifically, most problems are a result of intrusions of businesses and non-residential zoning southwest from Madison Street.

Some areas which are currently zoned C-1 and M are, in fact, used for residential purposes. Given the availability elsewhere of industrially zoned land, zoning in these areas should be changed to residential. City and residents' efforts to improve the residential quality of the area should be continued. Consideration should be given to encouraging some beneficial public or neighborhood use of the old County Jail. New residential construction should be medium or high density in order to provide more diverse housing choices. Larger setback regulations for commercial uses abutting residential zoning are needed as well as provision of adequately designed off-street parking areas.

Area E follows East Jackson Street northeast to East Pinetree Boulevard and then runs south along East Pinetree Boulevard to Remington Avenue and includes Piney Woods Subdivision. East Jackson Street land use is almost exclusively "strip" commercial, rarely extending more than 200 feet in depth.

Significant traffic problems exist because of a combination of high traffic volumes, an excessive number of curb cuts resulting in numerous conflicting traffic movements, and lack of left turn lanes.

Driveway limitations are needed as well as center (left) turn lanes for a large portion of East Jackson Street and East Pinetree Boulevard. Expansion of commercial zoning and uses into residential areas along the three roadways bordering the area should not be allowed. Better buffering requirements are needed where commercial uses border residential zoning.

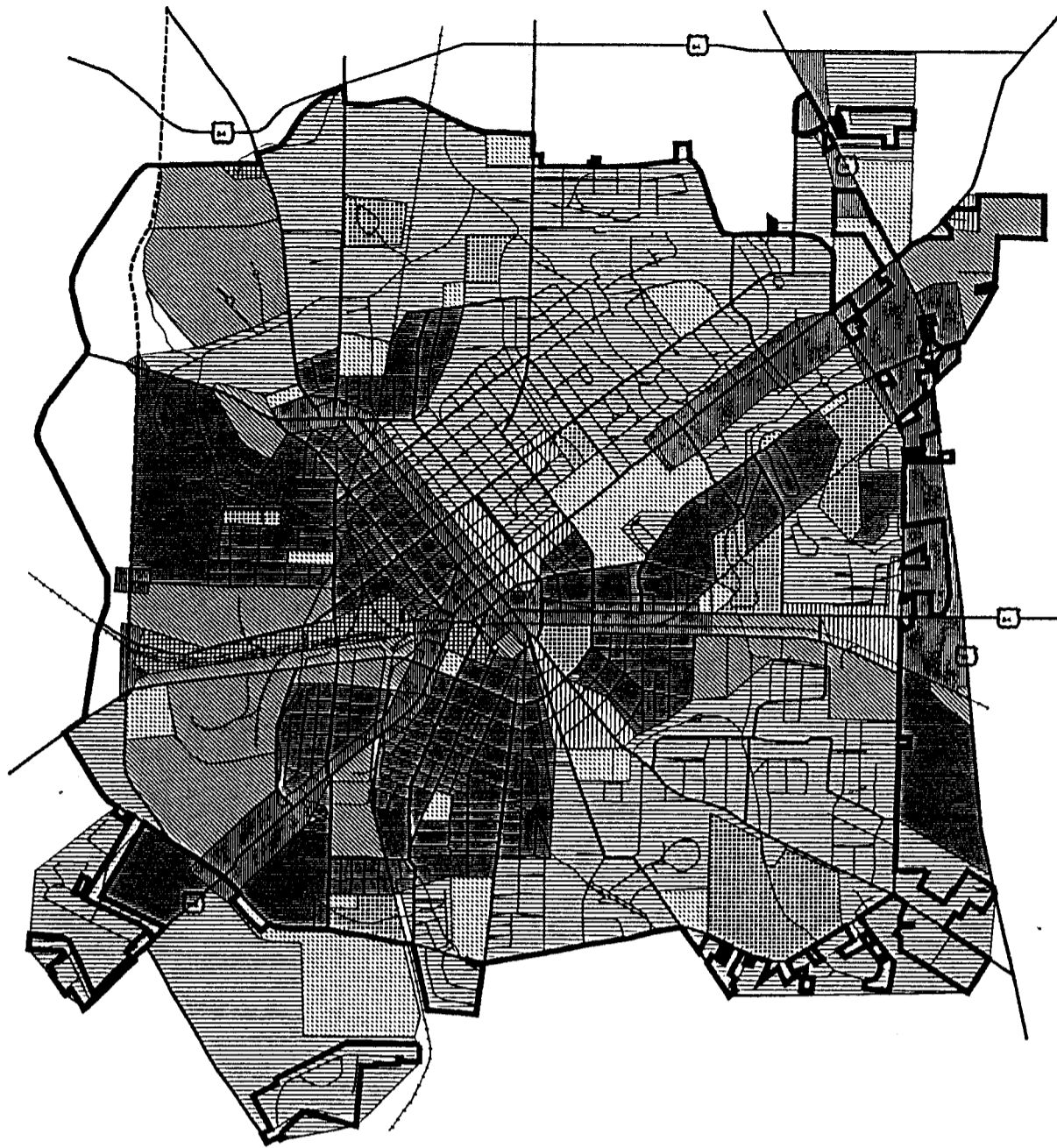
Area F is a residential area and consists of Sunnysdale Park and Live Oak Subdivisions and is bordered on the east by East Pinetree Boulevard and on the south by Smith Avenue. Recent needed widening of East Pinetree Boulevard has resulted in the loss of most of the front yards for houses abutting the street. Houses along Smith Avenue are also relatively close to the street. Several requests for rezoning to commercial zoning categories have been received recently for lots abutting the bordering streets.

Consideration should be given to rezoning lots abutting the bordering streets to R-2 or C-1A to allow for orderly conversion. Curb cuts should be limited and adequate off-street parking should be provided as conversions occur. Again, as noted several times earlier, more stringent setback and landscaping requirements are needed where commercial uses abut residential zoning or uses.

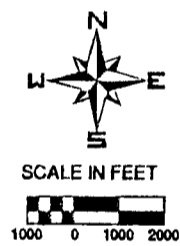
#### Future Land Use

The development of a generalized future land use arrangement up to 20 years in the future in effect is a reflection of past land use trends. The situations and needs in the identified transitional land use areas was a major consideration in creating a map depicting a recommended future land use arrangement (see Map 8).

The future land use arrangement easily accommodates estimated future land use needs related to Thomasville's population growth. It is estimated that between 100 and 200 acres of additional residential land will be needed during the planning period. It is expected that a large portion of this will be devoted to medium density residential development. Approximately 50 acres of recreational and public/institutional land will likely be developed to meet projected increases in demand.



LEGEND			
Low Density Residential		Public/Institutional	
Medium/High Density Residential		Park/Rec/Conv	
Limited Commercial/Office		Trans/Util/Comm	
General Commercial		Agriculture/Forestry	
Industrial		Unused/Undeveloped	



SOUTHWEST GEORGIA REGIONAL DEVELOPMENT CENTER	GENERALIZED FUTURE LAND USE	CITY OF THOMASVILLE MAP 8
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Thomasville's role as a regional retail, warehousing and distribution, and industrial hub is expected to grow during the planning period. Consequently, between 50 and 100 acres of development in these land use categories is anticipated. Only a small amount of land, i.e., 10 to 20 acres, should be needed for transportation/communication/utilities land uses to accommodate growth. Concurrent with increases in developed land use, undeveloped land will constitute a smaller percentage of total land use. Undeveloped land will amount to only 33.5 percent, or 3,200 acres, of the City's total land area.

Protection of residential areas from the negative effects of incompatible land uses has been accomplished by [redacted] these areas with [redacted] sensitive uses. Adequate land in appropriate locations has been provided for expansion and in-fill of non-residential uses, especially commercial and industrial land uses. The future arrangement of land uses also is based on existing infrastructure capacity and plans for future expansion or other improvements.

The area to the west of the West By-Pass is shown as remaining in an undeveloped or conservation status. Development of commercial nodes at West By-Pass major intersections is reflected. Undeveloped land in the East Pinetree Boulevard/U.S. 19 corridor north of the railroad is shown for future general or tourist oriented commercial development while land south of the railroad is recommended for future residential development. } \*