



COMPREHENSIVE PLAN 2022-2032



TOWN OF HAMPTON, SOUTH CAROLINA

Prepared by



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Mayor Pro-Tem Beth Chafin

Councilman Pete Mixson

Councilman James Faison

Councilman Robert Brown

Planning Commission

Robert Poston (Chairman)

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James Webb (Vice Chairman)

TABLE OF CONTENTS

INTRODUCTION AND PLANNING PROCESS 2

VISION AND GOALS 7

POPULATION 18

ECONOMIC DEVELOPMENT 26

NATURAL RESOURCES 36

CULTURAL RESOURCES..... 43

COMMUNITY FACILITIES 50

HOUSING 56

LAND USE 61

TRANSPORTATION..... 66

PRIORITY INVESTMENT 79

RESILIENCY 82

APPENDICES 87

LIST OF TABLES

Table 1: Population Change 2000-2020	19
Table 2: Historic and Projected Population 2000-2040	19
Table 3: Racial Population 2000-2020.....	20
Table 4: Age Composition 2000-2019	21
Table 5: Educational Attainment for Population 25 Years and Over 2000-2019.....	22
Table 6: Income Measures 2000-2019.....	23
Table 7: Household and Family Income Distribution 2010-2019.....	23
Table 8: Labor Force and Employment Status 2019	26
Table 9: Civilian Labor Force and Employment Status 2010-2019.....	26
Table 10: Industry Employment 2010 and 2019	28
Table 11: Town of Hampton Industry Directory 2021	29
Table 12: Employment Projections by Industry 2026	30
Table 13: Soil Descriptions and Land Use Consideration	40
Table 14: Town of Hampton Park and Recreation Inventory 2021.....	52
Table 15: Public School Enrollment 2006-2007 and 2020-2021	53
Table 16: Housing Types and Trends 1990-2019	56
Table 17: Owner Occupied Housing Values 2019	58
Table 18: Gross Rent/Owner Costs as Percentage of Household Income 2010 and 2019	58
Table 19: Comprehensive Housing Affordability Strategy (CHASE)—Housing Problems 2018	59
Table 20: Existing Land Use Distribution.....	61
Table 21: Annual Average Daily Traffic (AADT) Volumes 2010, 2015, and 2019	68
Table 22: Traffic Collisions 2017-2021	70
Table 23: Summary of Historical and Recent Events 2012-2019	82
Table 24: Overall Vulnerability to Hazards and Loss Information 2012-2019	83

LIST OF FIGURES

Figure 1: Town of Hampton Location.....	3
Figure 2: Community Survey Respondents	5
Figure 3: A Vision for the Town of Hampton Over the Next Ten Years	7
Figure 4: Historical Population Trends 1960-2020.....	18
Figure 5: Historic and projected Population 2000-2040.....	20
Figure 6: Gender Distribution 2000-2019	21
Figure 7: Median Earning Income by Educational Attainment 2019	22
Figure 8: Population in Poverty 2000-2019	24
Figure 9. Unemployment Rates 2010-2019	27
Figure 10: Industry Directory 2021	29
Figure 11: Commuting Pattern 2019.....	31
Figure 12: Inflow-Outflow Analysis of Residents and Workers 2018.....	32
Figure 13: Commuting Destinations 2018.....	33
Figure 14: Land Cover and Flood Plains 2019	37
Figure 15: Wetlands	39
Figure 16: Soil Types and Location	41
Figure 17: Historic Places in National Register Listing	44
Figure 18: Housing Occupancy 2010 and 2019.....	57
Figure 19: Existing Land Use.....	63
Figure 20: Roadways' Functional Classification System 2019.....	67
Figure 21: Annual Average Daily Traffic (AADT) Volumes 2015 and 2019.....	69
Figure 22: Traffic Collisions 2017-2021.....	71
Figure 23: Total Estimated and Forecasted Freight Tonnage 2016, 2025, and 2040.	72
Figure 24: Pathways 2016	73
Figure 25: Railroads 2021.....	75
Figure 26: Palmetto Breeze Routes 2022.....	76
Figure 27: Social Vulnerability by Census Tract 2018	84

INTRODUCTION AND PLANNING PROCESS

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Introduction

Comprehensive Plan Requirements

According to the South Carolina Local Government Comprehensive Planning Enabling Act of 1994, as amended in 2007 and 2020, the comprehensive plan is required for all local governments in the State of South Carolina. The plan is not only a blueprint for future development, but the continuation of a process to guide the orderly development of the community.

"All local governments that have adopted a local comprehensive plan in compliance with the provisions of Article 3, Chapter 29, Title 6 of the 1976 Code shall revise their local comprehensive plans to comply with the provisions of this act at the local government's next review of its local comprehensive plan as provided in Section 6-29-510(E) following the effective date of this act." (2007 Act No. 31, Section 6)

The 2022-2032 Comprehensive Plan of the Town of Hampton is an update of the Town's 2010 Comprehensive Plan. The Plan will be prepared according to the requirements of the Comprehensive Planning Act of 1994, describing the history, current state, and future vision for the community. The Plan serves as a guide for the future growth and development of the Town of Hampton community as well as the general welfare of the people over the next ten years.

Here, the Comprehensive Plan includes ten elements:

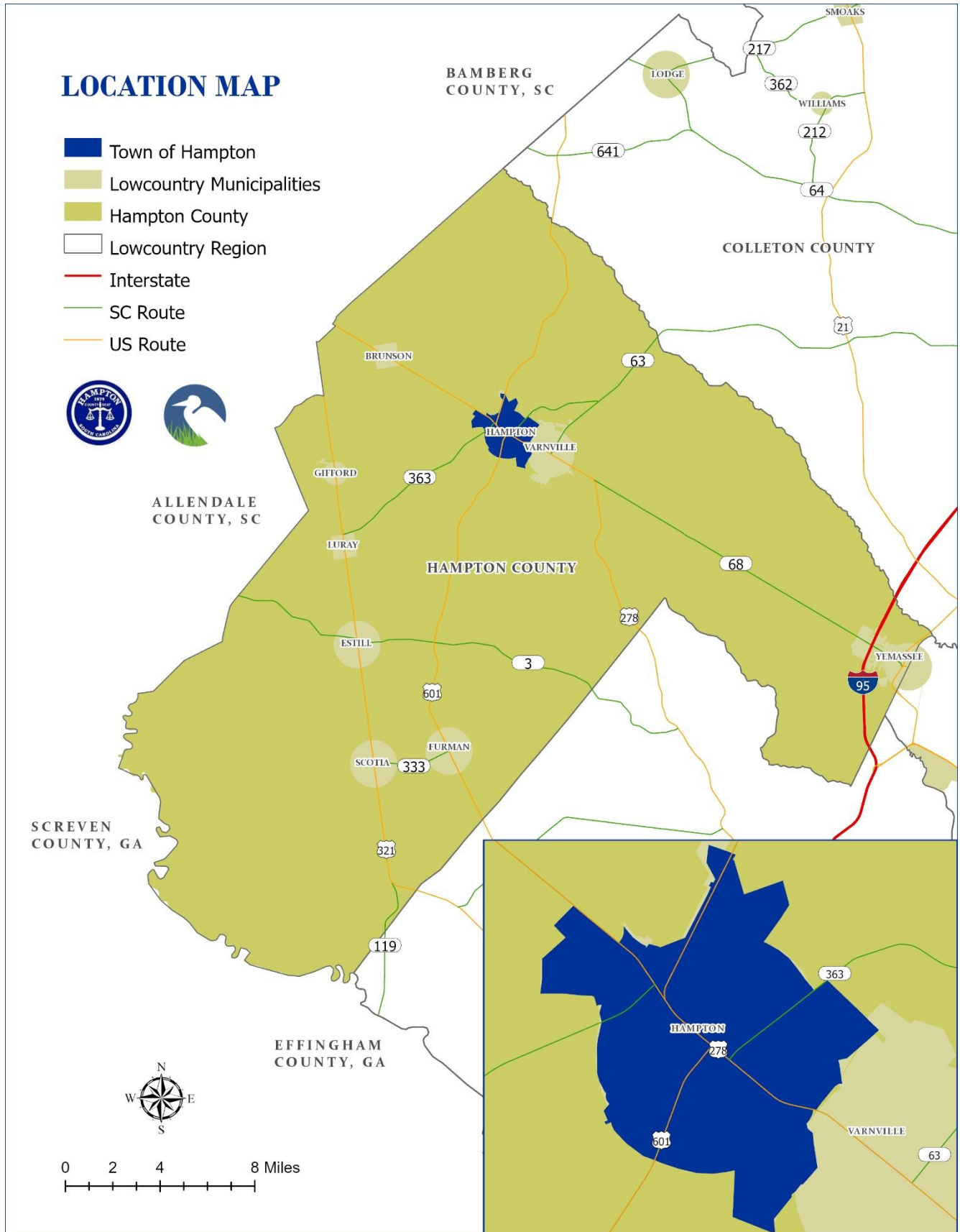
- Population
- Economic Development
- Natural Resources
- Cultural Resources
- Community Facilities
- Housing
- Land Use
- Transportation
- Priority Investment
- Resiliency

Each of the above elements is addressed in detail as a separate section in this document. Data in each element were obtained from different sources including, but not limited to, United States Census Bureau, South Carolina Department of Employment and Workforce (SCDEW), South Carolina Department of Natural Resources (SCDNR), South Carolina Department of Transportation (SCDOT), and Town of Hampton's Departments. Data from the Census Bureau are both census and estimates depending on availability.

Town of Hampton Location

With a land area of 4.5 square miles, the Town of Hampton is located in north-central Hampton County, South Carolina and is bordered to the southeast by the Town of Varnville. Interstate 95 is approximately 20 miles southeast, while US 601, US 278, and SC 363 traverse the Town (Figure 1).

Figure 1: Town of Hampton Location



Planning Process

“The local planning commission shall develop and maintain a planning process which will result in the systematic preparation and continual re-evaluation and updating of those elements considered critical, necessary, and desirable to guide the development and redevelopment of its area of jurisdiction.” (2007 Act No. 31, Section 6-29-510)

The planning process for all ten elements include goals and recommendations, an inventory of existing conditions, and summary.

Stakeholders and Public Participation

Guided by the Town’s Planning Commission, the Comprehensive Plan of the Town of Hampton was prepared by the Planning Department of the Lowcountry Council of Governments (LCOG). The ten elements of the plan were obtained from different sources mentioned above. The residents of the Town provided input through a community survey and a public meeting.

Below is the list of Planning Commission meetings and community meeting/workshops. All meeting notes are included in Appendix I.

- Planning Commission Meeting 1 (Kickoff) on June 8, 2021
- Planning Commission Meeting 2 on October 12, 2021
- Community Meeting/Workshop on October 19, 2021
- Planning Commission Meeting 3 on February 8, 2022

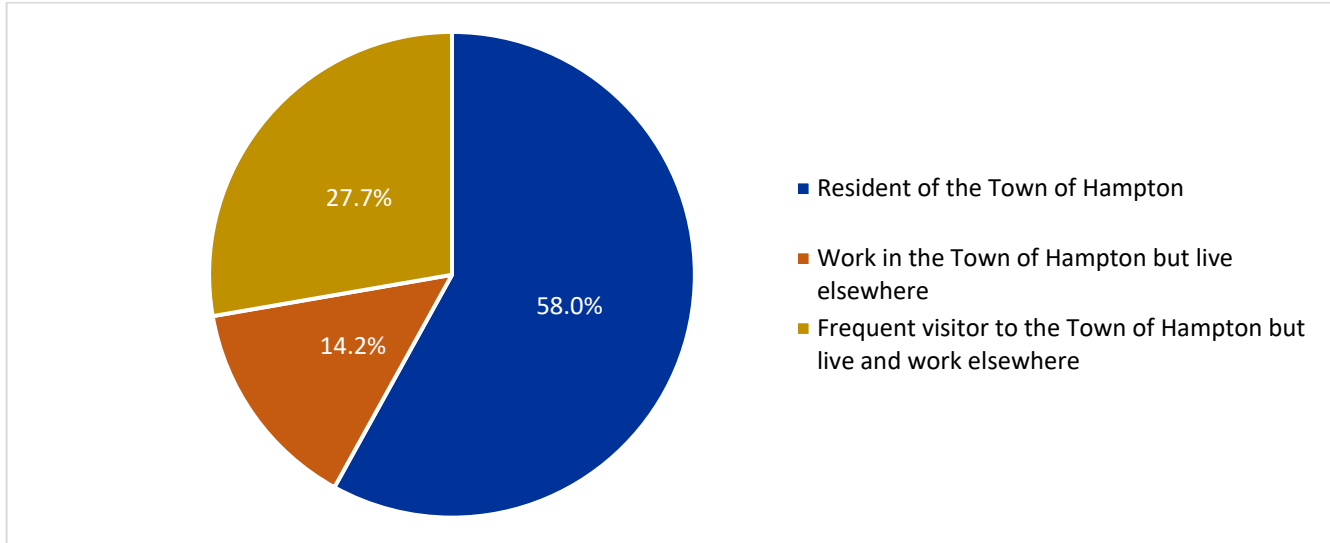
The community survey was developed to gather the public views of the Town and its future. The survey was distributed through:

- Survey Monkey via Town of Hampton’s website; and LCOG website, newsletter, email distribution list, and social media accounts.
- Paper copies of the survey available at the Town Hall.
- Survey flyer attached with the residents’ water bills

The survey and its distribution can be seen in Appendix II. The community survey was open continuously for over a period of three months. Overall, there were 593 responses. Of this number, 59.4% were residents of the Town, 26.8% worked in the Town but lived elsewhere, and 13.9% frequently visited the Town (Figure 2).

The survey results were incorporated into vision and the ten elements where relevant and appropriate. All survey results can be seen in Appendix III.

Figure 2: Community Survey Respondents



Plan Review and Adoption

The Town’s Planning Commission and the Governing Body were notified of the planning process and the progress of the plan update, and reviewed the draft final plan for comments. The draft final plan was also made available to the public for review. The process is as follows:

- Planning Commission reviewed the draft final Comprehensive Plan
- Planning Commission adopted the Plan and sent a resolution to the Town Council recommending adoption of the Plan.
- Town Council adopted the Plan by ordinance, with a public hearing advertised 30 days before adopting the Plan.

Plan Implementation and Update

The implementation of the Town of Hampton’s Comprehensive Plan will be in accordance with its vision, goals, and recommendations as laid out in the next section. The Town is responsible for developing the implementation plan with further detail and steps to put actions into practice.

Except for the resiliency element, recommendations of all elements are continued from the previous plan with an update to accommodate the existing and future conditions. The recommendations in the resiliency element align with the regional natural hazard mitigation plan, *2020 Lowcountry Natural Hazard Mitigation Plan*.

The Plan is a living document. Therefore, the Town’s Planning Commission will review the Plan at least every five years, and make changes necessary as conditions or circumstances change. Ultimately, the Plan and its elements will be updated at least every ten years.



VISION AND GOALS

VISION AND GOALS

Vision

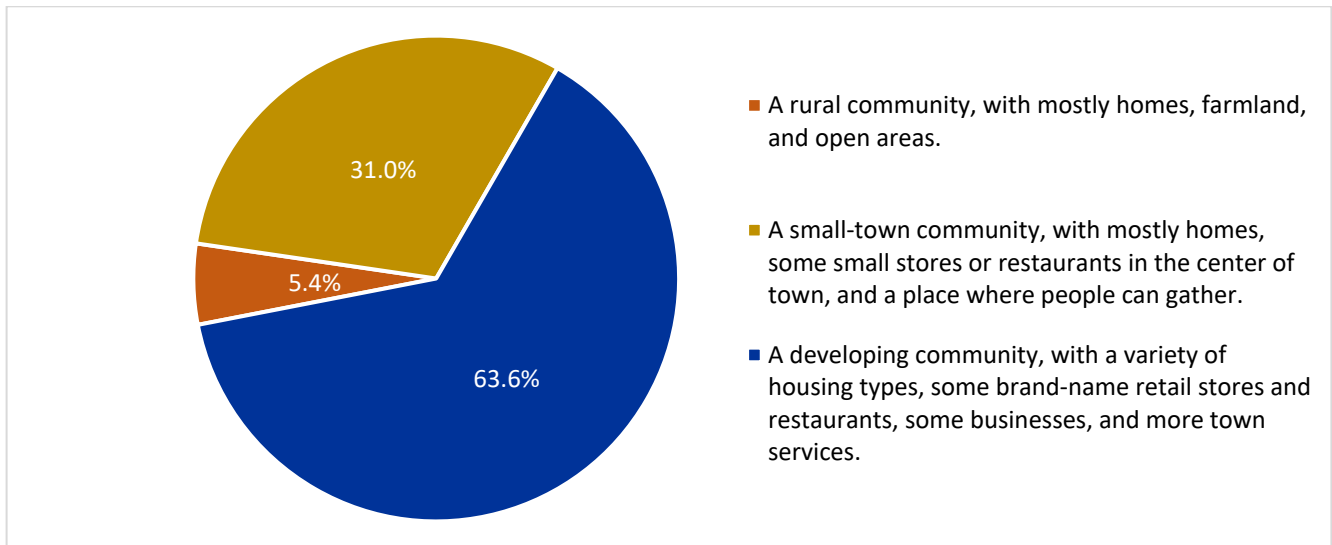


[Maintaining small town character and preparing for transitioning to a developing community where all residents have the opportunity to thrive.]



The Town of Hampton’s Vision reflects community desires and needs as well as aspirations for the Town over the next ten years. Of the 593 survey respondents, the majority have a vision for the Town over the next ten years as “a developing community” with a variety of housing types, some brand-name retail stores and restaurants, and more town services (Figure 3).

Figure 3: A Vision for the Town of Hampton Over the Next Ten Years



Goals

Goals and recommendations were developed to help achieve the Town’s vision. These goals and recommendations aim at promoting the best social and economic growth and development for the community. The recommendations provide the residents of all ages, incomes, and culture with diverse opportunities including, but not limited to, affordable housing, employment, recreation, and transportation.

Below are goals and recommendations for each of the ten Plan elements. The detailed existing condition and the analysis of each element are provided in the next ten sections.

Population Goals (PG) and Recommendations

PG-1: Ensure a just, inclusive, and educated community for all.

- Recommendation 1: Monitor all community activities, and official policies, and practices regarding racial, ethnic, gender, ageing, income, and disability issues to ensure “fair play” and sensitivity to the needs and rights of a diverse population.
- Recommendation 2: Meet the changing needs of the elderly through building design, site planning, and land use. A long-term perspective should consider the reuse and adaptability of public buildings as senior centers or senior housing.
- Recommendation 3: Continue community outreach to emphasize the importance of education and parental involvement in the process.
- Recommendation 4: Continue to work with Hampton School district and the Technical College of the Lowcountry to increase participation in adult education programs leading to GED diplomas.

PG-2: Monitor demographic trends to be ready for changes.

- Recommendation 1: Obtain and analyze the most up-to-date demographic data and use it to support future decision making.

Economic Goals (EG) and Recommendations

EG-1: Develop and maintain a balanced economy of sufficient size and strength to ensure a sustainable quality of life.

- Recommendation 1: Consider a Master Plan or Strategic Plan project for Main Street/Downtown to stimulate economic activity for businesses as well as to offer a unique experience for residents and visitors.
- Recommendation 2: Provide technical and financial assistance to existing industries and businesses, where needed, to help prevail during challenging economic conditions and adapt to a changing world economy.
- Recommendation 3: Encourage the provision of quality childcare service for low-to-moderate income workers, as well as promote provision of on-site childcare by employers to aid employees.

EG-2: Attract new business and industry to help expand the job market.

Recommendation 1: Provide business incentives to attract desired industries.

Recommendation 2: Continue to support and cooperate with the Hampton County Economic Development Commission, a member of the Southern Carolina Regional Development Alliance, to help market the Town to industrial prospects.

EG-3: Create new economic markets to capitalize on South Carolina’s emerging recreation-retirement image.

Recommendation 1: Capitalize on state initiatives and develop a more aggressive tourism and retirement promotion program.

Recommendation 2: Integrate infrastructure development in support of tourism including the equine industry, i.e. historic lodging facilities, specialty restaurants, etc.

Natural Resource Goals (NRG) and Recommendations

NG-1: Maintain and enhance natural wildlife areas within the Town to protect animal species and native plants.

Recommendation 1: Maintain the Town as a “Bird Sanctuary,” including the tree protection of small mammals.

Recommendation 2: Ensure the land development regulations in the Town’s Zoning Ordinance to include provisions requiring assessment of plant and wildlife presence prior to development.

NG-2: Become a “Green” community.

Recommendation 1: Maintain the national recognition of being named a “Tree Town USA,” by meeting the following four standards:

- Establish a Tree Board or Department.
- Amend the Tree Protection Provision of the Zoning Ordinance to protect trees more comprehensively.
- Establish an Annual Community Forestry Program.
- Schedule an Arbor Day Observance and Proclamation.

Recommendation 2: Ensure the Tree Protection Requirements added to the Town’s Zoning Ordinance and promote tree plantings along major streets.

NG-3: Protect water quality.

Recommendation 1: Encourage residents to use rain gardens on their property to help reduce storm water runoff and improve drainage.

Recommendation 2: Ensure consistent water quality throughout the area by coordinating with the Town of Varnville and Hampton County. This includes adding maximum impervious surface requirements to the zoning ordinance and adding storm water management practices to zoning (Land Development) ordinance.

NG-4: Maintain proper functioning of wetlands and flood plains.

- Recommendation 1: Enforce the flood hazard regulations and regulate all projects impacting wetlands and floodways - preventing the fill and development of wetlands and floodplain areas where possible and disallowing development and impervious surfaces within 50 feet of creeks, rivers and wetlands.
- Recommendation 2: Amend the Zoning Ordinance to require riparian buffer setbacks to protect creeks and wetlands.

Cultural Resource Goals (CRG) and Policies

CG-1: Protect and enhance the community’s historical resources.

- Recommendation 1: Create and update an inventory of historically significant sites and buildings by seeking grants or using volunteer services.
- Recommendation 2: Promote historical resources to residents, visitors, and economic development agencies for the benefits of preservation as well as for economic and community development.
- Recommendation 3: Use historical resources as an economic development tool without compromising their value by ensuring all rezoning and development projects are compatible with existing historical sites and structures and utilizing plan review and the public hearing process.

CG-2: Become a “Certified Local Government,” administered by the State Historic Preservation Office (SHPO).

- Recommendation 1: Apply to become a “certified local government” to qualify for additional funding for historical and cultural preservation.

Community Facilities Goals (CFG) and Recommendations

Utility Goals

FG-1: Use utility service expansion as a tool for growth management.

- Recommendation 1: Develop and adopt an Ordinance requiring annexation as a condition to receiving municipal water and or sewer service, including properties not contiguous to the Town at the time of the request.
- Recommendation 2: Actively pursue annexation of currently facilitated unincorporated water and sewer service customers.

Public Safety Goals

FG-2: Make Hampton a safer community for all residents in all aspects at all times.

- Recommendation 1: Reduce the crime rate and fear of crime with increased presence of police in high crime areas.

- Recommendation 2: Maintain a highly visible law enforcement presence on school grounds to help secure a safe learning environment.
- Recommendation 3: Maintain full complement of trained and qualified staff, and vehicle and equipment readiness to continue practice of optimum response.
- Recommendation 4: Maintain the Class 4 ISO rating for the Town’s Fire Department and continue to provide equipment, vehicles, and training essential to the operation and maintenance of the department.
- Recommendation 5: Ensure citizen readiness to respond to emergency situations by educating them on proper response to distress situations and assist in securing individual homes and apartments with fire extinguishers and ready access to emergency assistance.

Parks and Recreation Goals

FG-3: Maintain and further develop quality recreational facilities and programs.

- Recommendation 1: Continue to pursue governmental grants for recreational programs and facilities.
- Recommendation 2: Retain and nurture partnerships with non-profit organizations and other governmental entities.
- Recommendation 3: Continually monitor and improve existing recreational facilities as needed.
- Recommendation 4: Locate and acquire land for an additional neighborhood park on the north side of Town.

Housing Goals (HG) and Recommendations

HG-1: Increase the supply of affordable, structurally sound low to moderate income housing.

- Recommendation 1: Work with adjacent local governments and regional entities to address housing needs on a regional scale to help avoid the concentration of low-income housing.
- Recommendation 2: Cooperate with agencies and programs operating within the community designed to assist low-to-moderate income families in obtaining decent housing, including CDBG program, HOME Investment Partnerships Program, South Carolina Regional Housing Authority #3’s Public Housing Program, State Housing Authority’s Assisted Ownership Programs, Housing Trust Fund, and USDA Rural Rental Assistance Housing program, Section 515.
- Recommendation 3: Provide developer incentives for encouraging the construction of affordable housing including density bonuses, design flexibility, and fee waivers.
- Recommendation 4: Rehabilitate existing substandard housing by pursuing the grants and loans for housing rehabilitation, including USDA, Section 16, and HUD grants.
- Recommendation 5: Initiate systematic code enforcement program, targeting substandard rental units.

HG-2: Protect and maintain the existing supply of quality housing.

Recommendation 1: Identify through the planning process all stable neighborhoods and apply and maintain appropriate protective residential zoning and condition any change to such zoning on compliance with or amendment to the Comprehensive Plan.

HG-3: “Green” the community’s housing stock, by retrofitting existing housing and ensuring in the development of future housing, energy and conservation design techniques.

Recommendation 1: Aid with installation of “green” techniques, by making property owners and developers including, but not limited to, Corporate Tax Credit, Solar Energy Tax Credit (Corporate), Personal Tax Credit, Energy Efficient Manufactured Homes Incentive Tax Credit, Solar Energy Tax Credit (Personal), Palmetto Clean Energy (PaCE) Program, Sales Tax Cap on Energy Efficient Manufactured Homes, and Residential Solar Initiative for Earth Craft Homes Rebate.

Recommendation 2: Amend the Zoning ordinance to include conservation and green building design provisions.

HG-4: Create an “Age Sensitive” community to accommodate change in age composition of Town residents.

Recommendation 1: Provide a diversity of housing alternatives including apartments, Townhouses, small and large single-family residences, modular homes, accessory apartments and condominiums, all available at a range of costs. Ideally, diversity should be found throughout the Town, and in most neighborhoods.

Land Use Goals (LUG) and Recommendations

LG-1: Promote the development, and rehabilitation and maintenance of residential areas to meet the needs of an increasingly diversified population.

Recommendation 1: Protect quality residential neighborhoods from incompatible development and restrict rezoning activity that could disrupt the stability of such areas. This includes:

- Require all rezoning proposals to be consistent with the Comprehensive Plan.
- Review Buffer yard provisions in the Zoning Ordinance to ensure proper and adequate of buffering between any proposed non-residential use and contiguous residential use.
- Ensure through the review of development regulations that the level and type of proposed residential development will be compatible with the physical limitations of the land and established land uses in an area. Also, ensure that the transition in housing size and characteristics from one residential area to another is compatible, or sufficiently buffered to ensure compatibility.

Recommendation 2: Encourage flexibility in the design and density of housing to better meet evolving market demands by planning and zoning for housing diversification and cognizant of the need to promote land use compatibility.

- Recommendation 3: Purge neighborhoods of deteriorating and substandard housing. This includes:
- Use stronger code enforcement all housing in the Town to meet minimum health, safety and sanitary standards.
 - Participate in housing assistance programs and support low-income housing assistance providers to improve housing conditions, and the availability of affordable housing in the community.
 - Remove dilapidated housing, including mobile homes, declared unfit for habitation and posing a blight on surrounding development.

LG-2: Sustain a “livable” environment.

- Recommendation 1: Protect for future generations properties of special value, including historical, natural resource, and existing residential areas. This includes:
- Require buffer strips around such uses so as to avoid or lessen the impact of development that may negatively impact the longevity of such uses.
 - Disallow projects and uses which would negatively impact properties of special value.
- Recommendation 2: Encourage retrofitting existing buildings to use alternative energy sources, and to make them more energy efficient.
- Recommendation 3: Encourage or require developers to incorporate energy efficient building techniques into the design and construction of new buildings.

LG-3: Foster quality development/enhance the physical image of the town by way of design, adding amenities, siting and/or geographic positioning.

- Recommendation 1: Amend the Zoning Ordinance to include more prescriptive landscaping requirements for all permitted uses in commercial and industrial zones.
- Recommendation 2: Amend the Zoning Ordinance to require redesign of large, existing paved parking lots to include planter islands and landscaped areas within a reasonable time frame (5-years).
- Recommendation 3: Initiate Street tree planting program and investigate possibility of relocating overhead utility lines underground.

LG-4: Strengthen the economic vitality and enhance the appearance, appeal and position of the Town's commercial areas to compete successfully in a regional economy.

- Recommendation 1: Develop a marketing strategy for the Town’s commercial areas to include tourists, diners, history buffs, and culture seekers, in addition to shoppers and people engaged in business.
- Recommendation 2: Amend the Zoning Ordinance to address mixed-use housing opportunities in the Town’s commercial corridors.

Transportation Goals (TG) and Recommendations

TG-1: Ensure that all new streets are designed and constructed to meet urban standards of development and the condition and safety of existing streets are improved.

- Recommendation 1: Conduct a traffic study to determine if any additional geometric improvements are required.
- Recommendation 2: Monitor the truck volumes along US 278, US 601, and SC 363 and address accordingly with future ordinances and planning, and intersection improvements.
- Recommendation 3: Amend the Road Design Standards of Zoning Ordinance (Section 4.7.6) to require street surfacing of all new streets.
- Recommendation 4: Encourage the use of “neo-traditional” design standards, featuring grid-like street patterns and sidewalks. Discourage use of one-way-in and one-way-out cul-de-sac development, except where dictated by geographic conditions or safety concerns.
- Recommendation 5: Prioritize and initiate systematic paving program for all unimproved streets.

TG-2: Provide a safe, efficient, and accessible system of sidewalks and bike lanes to all residents and visitors, as well as to enhance healthy lifestyles and good stewardship of the environment.

- Recommendation 1: Implement a complete streets policy recommendation by SCDOT to promote an integrated transportation network that particularly allow bicycling and walking to be viable, everyday modes of travel. This includes the sidewalks connecting neighborhoods to immediate, safe access to the majority of commercial areas within the town and well-designed sidewalks for elderly and disability population.
- Recommendation 2: Identify opportunities, funding sources, and responsible public and private agencies/entities at the local, regional, and state levels so that bicycle and pedestrian projects and programs can be implemented.
- Recommendation 3: Provide annual budgeting to go towards sidewalk development and local matches for regional, state and federal grants.
- Recommendation 4: Work with SCDOT to reconstruct and/or improve existing sidewalks in disrepair and/or not compliant with the Americans Disabilities Act.

Priority Investment Goals and Recommendations

IG-1: Prioritize and recommend investments in public infrastructure and facilities such as water, sewer, and roads.

- Recommendation 1: Seek to coordinate the provision of public services amongst its various departments and with local and state agencies where such coordination will promote and sustain the quality of life of the residents.
- Recommendation 2: Before developing a major capital improvement, estimate the impacts of the continued operation and maintenance of the proposed facilities to its annual budget.
- Recommendation 3: Provide either part-time or full-time staff to accommodate the develop or redevelopment.

Resiliency Goals and Recommendations

RG-1: Participate in regional hazard mitigation planning and adopt the regional hazard mitigation plan.

- Recommendation 1: Work with the regional agency, county, and neighboring jurisdictions in the update of the regional hazard mitigation plan and adopt the plan in a timely manner.

RG-2: Develop and implements strategies that align with goals recommended in the regional hazard mitigation plan.

- Recommendation 1: Protect structural projects, utilities, and other critical facilities and systems from natural hazards including:
- Identify, regularly inspect, and protect critical facilities both public and private (roads, bridges, water, sewer, electricity, and other) and critical service (fire-rescue, medical, and others) to ensure they can handle natural disasters.
 - Determine adequacy of current regional communications infrastructure and address needed improvements.
- Recommendation 2: Enhance public education and awareness of natural hazards including:
- Provide different information i.e., mitigation techniques, protective measures, and evacuation preparedness and use different methods i.e., a website, pamphlets, informational packets, and articles in the local media to educate community about the preparedness and response in the event of natural hazards.
 - Incorporate the use of local television channels, email, and social media, including Facebook™ and Twitter™ to ensure that as many segments of the population as possible are reached.

- Recommendation 3: Improve policies and standards to reduce the impacts of natural hazards including:
- Revise, update, and improve plans, codes, zoning, and other mechanisms to address natural hazard mitigation.
 - Continue to enforce policies and ordinances for zoning, floodplains, flood damage prevention, stormwater management, building codes, and others.
 - Encourage the Town’s participation in the National Flood Insurance Program (NFIP) and work toward the lowering of the CRS rating.
- Recommendation 4: Enhance emergency services through sustained system and technology improvements including:
- Maintain and enhance working relationships with Hampton County and among local governments in response to natural disaster including warning systems, evacuation planning, and emergency response.
 - Maintain sufficient and up to date equipment and training for EMS, police, fire, and other departments to ensure the prompt responses and the safety of residents.
- Recommendation 5: Protect properties and resources.
- Encourage property owners to prepare for natural hazards by retrofitting homes, businesses, and institutional facilities.
 - Monitor and maintain trees and branches, in public areas, at risk of breaking or falling during hazards incidents (heavy rain, wind, storm etc.) and damaging property.
- Recommendation 6: Assist vulnerable population.
- Ensure the safety of the low-income, elderly, and disable populations in case of natural disaster.

RG-3: Incorporate resiliency principles into appropriate Town policies and regulation.

- Recommendation 1: Identify and pursue amendments if necessary to existing Town policies and regulations including, but not limited to, Building Ordinance, and Zoning and Land Development Regulations Ordinance.

POPULATION

POPULATION

Introduction

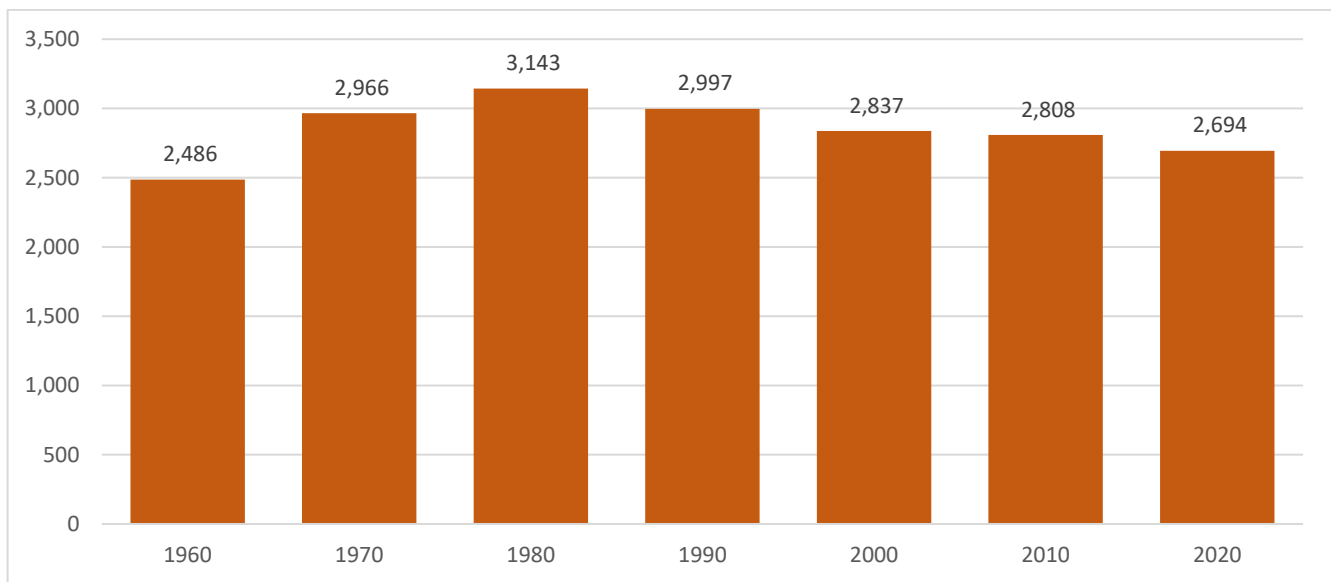
The population element profiles demographic characteristics unique to the Town of Hampton. It considers historic trends and projections, household numbers and sizes, population diversity, age composition, educational levels, and income characteristics. Here, the population trends and projections forecast to the year 2040.

Inventory of Existing Conditions

Historical Population Trends

Overall the Town’s population has been on the decline, a trend common to many rural South Carolina communities. As seen in Figure 4, the Town of Hampton’s population has moderately increased from 1960 to 1980. Since then, the Town’s population has continually declined, accounting for 14.3% between 1980-2020. This trend should be addressed by the Town officials.

Figure 4: Historical Population Trends 1960-2020



Source: U.S. Census Bureau, Decennial Census 1960-2020

The 2020 Census shows that the population of the Town of Hampton was 2,694. With land area of 4.5 square miles, the population density is 598.7 people per square mile. The total number of households is 1,139 with an average household size of 2.2 people and family size of 3.1 people. Table 1 shows that population growth in the Town of Hampton decreased by 1% between 2000-2010 and by 4.1% between 2010-2020. Except for the Town of Yemassee, the Town of Hampton has the least amount of population loss among the municipalities in Hampton County.

Table 1: Population Change 2000-2020

Jurisdictions	2000	2010	2020	% Change 2000-2010	% Change 2010-2020
Town of Hampton	2,837	2,808	2,694	-1.0%	-4.1%
Hampton County	21,386	21,090	18,561	-1.4%	-12.0%
Town of Brunson	589	554	431	-5.9%	-22.2%
Town of Estill	2,425	2,040	1,821	-15.9%	-10.7%
Town of Furman	286	239	224	-16.4%	-6.3%
Town of Gifford	370	288	257	-22.2%	-10.8%
Town of Luray	115	127	98	10.4%	-22.8%
Town of Scotia	227	215	158	-5.3%	-26.5%
Town of Varnville	2,074	2,162	1,669	4.2%	-22.8%
Town of Yemassee	807	1,027	1,080	27.3%	5.2%

Source: U.S. Census Bureau, Decennial Census 2000-2020

Population Projections

The population projections forecast to the year 2040. These are used to determine how the Town of Hampton may change over the next 20 years. Based on the 2020 Census population, the Town’s population is in a declining trend, with population loss by 0.3% annually in 2040. Hampton County is also anticipating a decrease in population by 0.8% annually in the same period. More detail can be seen in Table 2 and Figure 5.

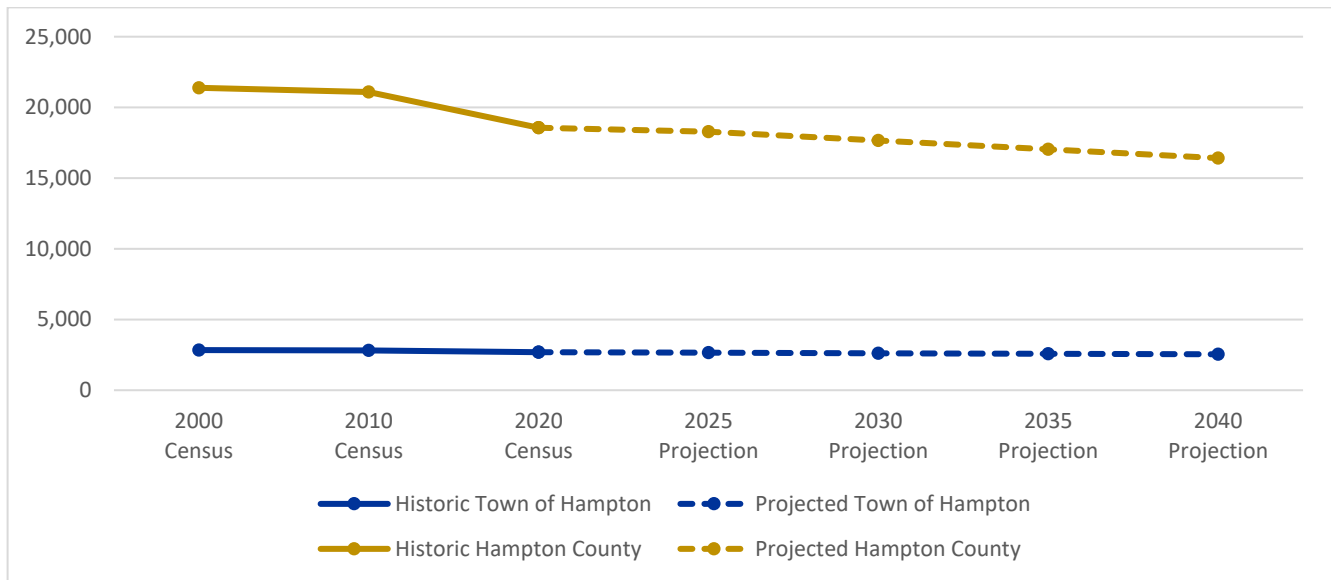
Table 2: Historic and Projected Population 2000-2040

Jurisdictions	Census			Projection				Annual Change 2020-2040
	2000	2010	2020	2025	2030	2035	2040	
Town of Hampton	2,837	2,808	2,694	2,658	2,623	2,587	2,551	-0.3%
Hampton County	21,386	21,090	18,561	17,855	17,149	16,442	15,736	-0.8%

Note: 2025-2040 projection by Lowcountry Council of Governments based on trend line data from 2000-2020.

Source: U.S. Census Bureau, Decennial Census 2000-2020

Figure 5: Historic and projected Population 2000-2040



Note: 2025-2040 projection by Lowcountry Council of Governments based on trend line data from 2000-2020.
 Source: U.S. Census Bureau, Decennial Census 2000-2020

Population Diversity

As shown in Table 3, currently, the vast majority of the Town of Hampton’s racial makeup comprises White and Black. The black population has increased since 2000, accounting for 48.2% of total population in 2020. On the other hand, the white population has decreased in the same period. Other racial groups particularly Asian has shown a significant increase since 2000. There were a small number of Hispanic persons in the Town since 2000. In 2020, Hispanics composed 1.9% of the total population.

Table 3: Racial Population 2000-2020

	2000	2010	2020	% Change 2000-2010	% Change 2010-2019
Total Population	2,837	2,808	2,694	-1.0%	-4.1%
Total Black	1,204	1,280	1,298	6.3%	1.4%
% Black	42.7%	45.6%	48.2%		
Total White	1,569	1,415	1,235	-9.8%	-12.7%
% White	55.7%	50.4%	45.8%		
Total Other Race	64	113	161	76.6%	42.5%
% Other Race	1.6%	4.0%	6.0%		

Note: Total other race includes population with two or more races.
 Source: U.S. Census Bureau, Decennial Census 2000-2020

Age and Gender Composition

Between 2000 and 2019, the Town of Hampton saw a decline in the number of people under the age of 18. During the same period, the number of people aged 18 to 64 rose, then declined, while the number of people aged 65 and older declined then increased (Table 4). The aging population continues to be of interest as a continuing trend. Lifestyle changes accompany growing older; therefore, the Town should be responsive to the changing needs of its aging population.

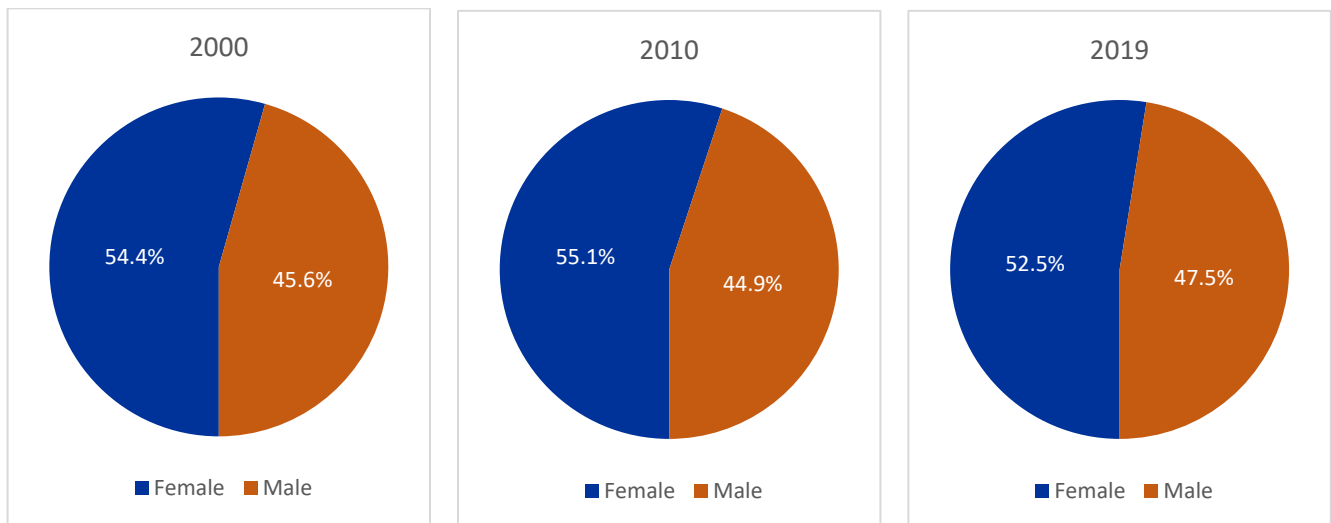
Table 4: Age Composition 2000-2019

	2000	2010	2019	% Change 2000-2010	% Change 2010-2019
Total Population	2,837	2,808	2,560	-1.0%	-8.8%
Total Population under 18	810	699	526	-13.7%	-24.8%
% Population under 18	29.0%	24.9%	20.5%		
Total Population 18 to 64	1,455	1,674	1,561	15.0%	-6.7%
% Population 18 to 64	51.0%	59.6%	61.0%		
Total Population 65 and over	572	435	473	-23.9%	8.7%
% 65 and over	20.0%	15.5%	18.5%		
Median Age	37.7	41.8	41.0		

Source: U.S. Census Bureau, Decennial Census 2000-2010, American Community Survey 5-Year Estimate 2015-2019

When considering the gender distribution, the Town's female population is larger than its male counterpart. In 2019, the Town's female population stood at 52.5%, down from 55.1% in 2010 (Figure 6). Gender distribution is getting more balanced in the Town.

Figure 6: Gender Distribution 2000-2019



Source: U.S. Census Bureau, Decennial Census 2000-2010, American Community Survey 5-Year Estimate 2015-2019

This trend of age and gender composition implies that the Town may need to create more suitable services and infrastructure to different age groups and gender. Particularly in housing development, a more aged population will likely become one-person households, favoring smaller units and/or aggregate housing and care facilities.

Educational Attainment

As highlighted in Table 5, the Town of Hampton had made strides to increase the population 25 years and over that holds some college or associate’s degree since 2000. During this same timeframe, the Town had a decrease in the percentage of the population that holds a high school diploma or equivalent, and a bachelor’s degree or higher.

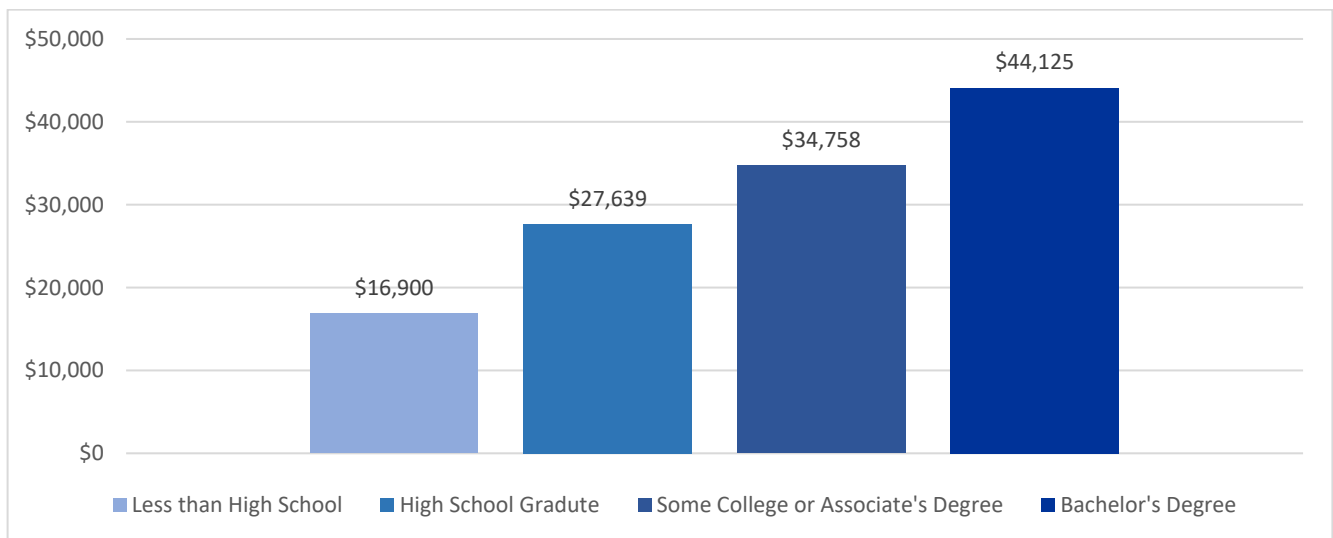
Table 5: Educational Attainment for Population 25 Years and Over 2000-2019

Educational Level	2000	2010	2019	% Change 2000-2010	% Change 2010-2019
Less than High School	26.0%	15.4%	17.6%	-36.0%	8.9%
High School or Equivalent	33.0%	37.3%	34.4%	19.9%	-12.2%
Some College or Associate’s	17.0%	23.7%	37.3%	45.8%	49.6%
Bachelor’s or Higher	24.0%	23.6%	10.7%	6.1%	-56.9%

Source: U.S. Census Bureau, Decennial Census 2000-2010, American Community Survey 5-Year Estimate 2015-2019

Figure 7 illustrates that the higher educational level is associated with the higher income of the Town’s population. In 2019, population with a high school diploma earned 63.5% more than those who did not finish high school. A bachelor’s degree holder earned more than those who finish high school or some college at 59.6% and 26.9%, respectively. Subsequently the higher educated population demand higher quality homes and neighborhoods, reflecting positively on the use of land.

Figure 7: Median Earning Income by Educational Attainment 2019



Source: U.S. Census Bureau, American Community Survey 5-Year Estimate 2015-2019

Household and Family Income

Table 6 shows substantial increases in all income measures from 2000 to 2010, but from 2010 to 2019, only per capita income increased. Overall, incomes have improved since 2000 but the median household and per capita incomes were lower than Hampton County and the state in the same period.

Table 6: Income Measures 2000-2019

Income Measures	2000	2010	2019	% Change 2000-2010	% Change 2010-2019
Town of Hampton					
Median Household Income	\$30,650	\$42,936	\$37,946	40.1%	-11.6%
Median Family Income	\$40,688	\$53,448	\$39,842	31.4%	-25.5%
Per Capita Income	\$17,326	\$20,052	\$22,822	15.7%	13.8%
Hampton County					
Median Household Income	\$46,992	\$55,286	\$68,377	17.6%	23.7%
Median Family Income	\$36,793	\$46,400	\$46,000	26.1%	-0.9%
Per Capita Income	\$25,377	\$32,731	\$38,946	29.0%	19.0%
South Carolina					
Median Household Income	\$37,082	\$43,939	\$53,199	18.5%	21.1%
Median Family Income	\$44,227	\$54,223	\$66,300	22.6%	22.4%
Per Capita Income	\$18,795	\$23,443	\$29,426	24.7%	25.5%

Source: U.S. Census Bureau, Decennial Census 2000-2010, American Community Survey 5-Year Estimate 2015-2019

A closer look at the Town's incomes reveals a significant increase of households and families having annual income between \$25,000 and \$49,999 from 2010 to 2019. The similar trend can be seen at households and families with income \$100,000 and over (Table 7).

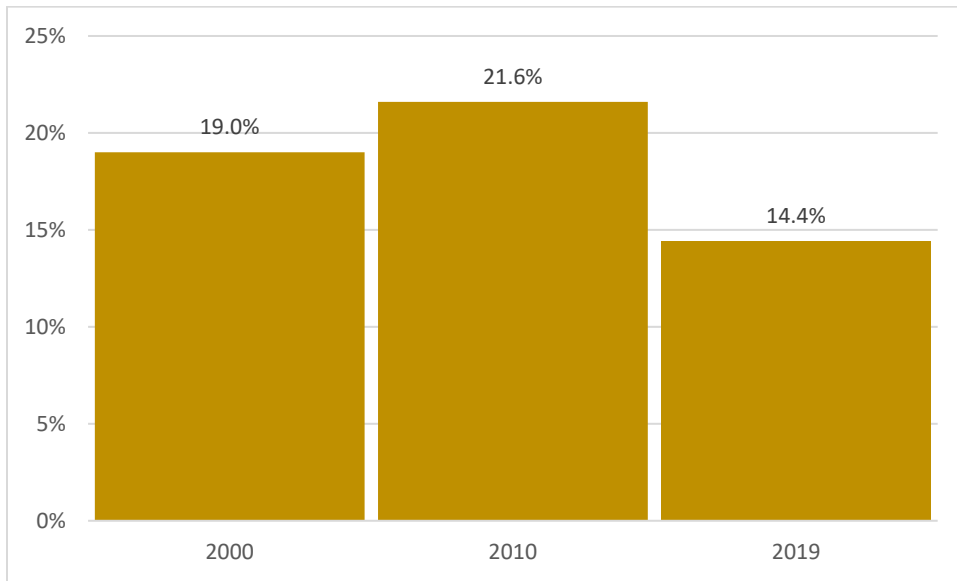
Table 7: Household and Family Income Distribution 2010-2019

Income	2010				2019			
	Households		Families		Households		Families	
	#	%	#	%	#	%	#	%
Less than \$25,000	491	42.9%	293	29.0%	288	25.3%	77	12.9%
\$25,000-\$49,999	336	29.3%	262	33.9%	513	45.0%	277	46.6%
\$50,000-\$99,999	247	21.6%	225	29.3%	231	20.3%	133	22.3%
\$100,000 and Over	72	6.3%	62	7.8%	107	9.4%	108	18.1%

Source: U.S. Census Bureau, Decennial Census 2000-2010, American Community Survey 5-Year Estimate 2015-2019

Though incomes have improved over time, 14.4% of the Town’s population remain in poverty in 2019. This was over a 7% decrease from 2010 (Figure 8).

Figure 8: Population in Poverty 2000-2019



Source: U.S. Census Bureau, Decennial Census 2000-2010, American Community Survey 5-Year Estimate 2015-2019

Summary

The preceding analysis suggests that the Town of Hampton’s population has continued to decline since 1980. This declining trend will likely continue in the next 20 years. The Town is more diverse with an increasing number of blacks, Asians, and Hispanics. There is a growing elderly population, and the gender composition is imbalanced toward females.

The educational attainment levels of the Town’s population have improved over time. Though there are less population with high school diplomas, the Town sees an increase population with some college or associate’s degrees. The higher education evidently leads to the higher income of the Town’s population; however, the overall household incomes are still lower than Hampton County and the state, and some people still live in poverty.

The Town may need to create more suitable services and infrastructure for different age groups and gender, particularly in housing development.

There is a strong correlation between the educational attainment of the Town’s workforce and median earning income in the Town. Education can help reduce poverty. The Town must continue to support education, particularly among disadvantaged groups, like racial and ethnic minorities and the poor.

ECONOMIC DEVELOPMENT

ECONOMIC DEVELOPMENT

Introduction

The Town of Hampton’s economy is not confined to the Town limits. It is shaped to a large extent by economic conditions within the county, the region, the state, the nation, and even internationally. This element considers labor force and employment characteristics, employment by place of work and residence, and an analysis of both local and external economic conditions.

Inventory of Existing Conditions

Labor Force and Employment Status

In 2019, the labor force in the Town of Hampton accounted for 50.4% (1,040) of the Town’s population 16 years and over. Of this number, 46.8% are employed and an unemployment rate stood at 3.7% (Table 8). The Town’s civilian labor force declined 18.4% from 2010 to 2019 with a decrease in unemployment rate, however. The Town’s unemployment rates significantly fell between 2012 and 2016, then fluctuated between 2016-2019 (Table 9).

Table 8: Labor Force and Employment Status 2019

Labor Force			Employment		
Status	#	%	Status	#	%
Population (16 years and over)	2,062	100%	Employed (16 years and over)	964	46.8%
Civilian Labor Force	1,040	50.4%	Unemployed (16 years and over)	76	3.7%
Armed Forces	46	2.2%	Employed (Civilian labor force)	964	92.7%
Not in Labor Force	976	47.3%	Unemployed (Civilian labor force)	76	7.3%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates 2015-2019 – Selected Economic Characteristics

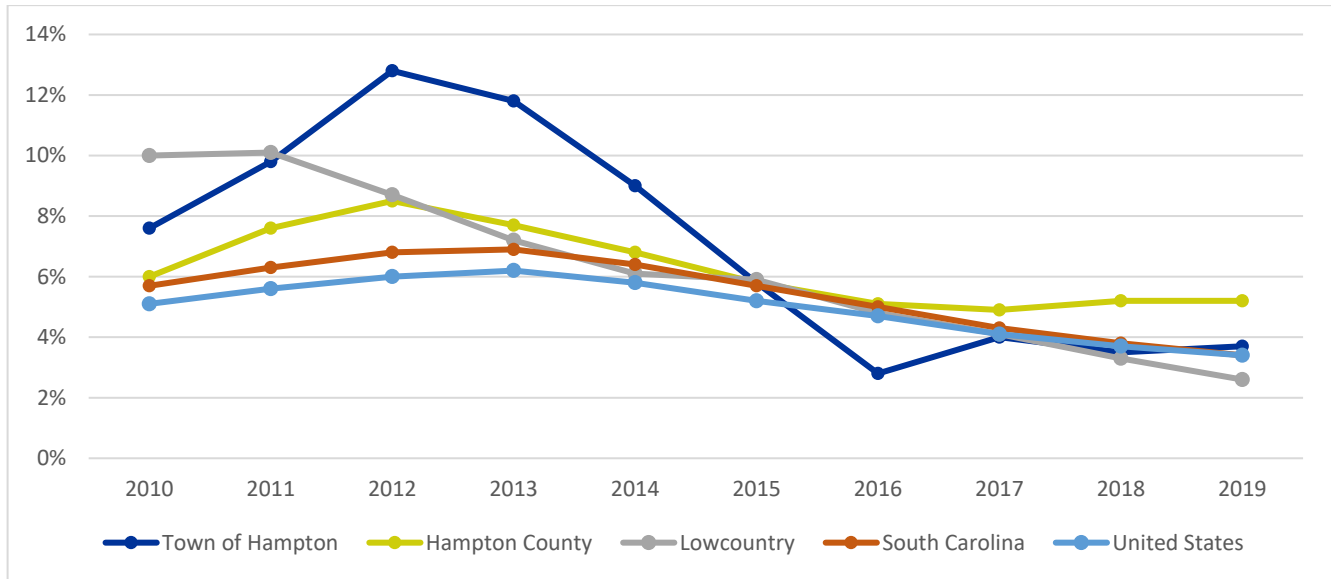
Table 9: Civilian Labor Force and Employment Status 2010-2019

Year	Labor Force	Unemployed	Unemployment Rate
2010	1,274	170	7.6%
2011	1,169	217	9.8%
2012	1,121	255	12.8%
2013	1,125	234	11.8%
2014	1,163	184	9.0%
2015	1,105	116	5.8%
2016	1,088	57	2.8%
2017	964	57	4.0%
2018	1,034	74	3.5%
2019	1,040	76	3.7%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates 2015-2019 – Selected Economic Characteristics

When comparing the unemployment rates outside the Town, Figure 9 shows that between 2012 and 2015, the Town’s unemployment rates had remained higher than the unemployment rates of Hampton County, the region, the state, and the nation. Since 2016, the Town had unemployment rates lower than the Hampton County and kept pace with the region and the state.

Figure 9. Unemployment Rates 2010-2019



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates; SC WORKS, Labor Force Employment and Unemployment (LAUS)

Employment Characteristics

As shown in Table 10, the top five employment sectors in the Town of Hampton include educational services, and health care and social assistance (28.9%); arts, entertainment, and recreation, and accommodation and food services (15.9%); retail trade (10.5%); public administration (10.1%); and construction (8.4%). Public administration, professional and waste management, transportation, and manufacturing also provide significant employment opportunities in the Town. According to the previous Comprehensive Plan 2010, manufacturing was one of the major economic force in the Town. In 2019, it became the least employment sectors accounting for 3%, given unknown percentage of agricultural and information sectors.

Females comprise 47% of the Town’s civilian labor force 16 years and over. The majority of them were employed in sectors of educational services, and health care and social assistance; wholesale trade; and finance and insurance, and real estate and rental and leasing. Males, on the other hand, were more commonly employed in manufacturing, retail trade, and construction. When comparing to the Town’s overall median income, the lowest median income sectors included, especially arts, entertainment and recreation, and accommodation and food services.

Table 10: Industry Employment 2010 and 2019

Industry	2010	2019			Median Income
	Employed	Employed	Female	Male	
Civilian Labor Force 16 Years and Over	1,274	964	47.0%	53.0%	\$37,946
Agriculture, forestry, fishing and hunting, and mining	1.1%	0.0%	n/a	n/a	n/a
Construction	0.5%	8.4%	37.0%	63.0%	\$46,172
Manufacturing	15.2%	3.0%	6.9%	93.1%	\$27,083
Retail trade	0.0%	10.5%	23.8%	76.2%	\$41,696
Wholesale trade	15.5%	3.1%	76.7%	23.3%	\$38,611
Transportation and warehousing, and utilities	1.0%	3.6%	54.3%	45.7%	\$29,531
Information	0.0%	0.0%	n/a	n/a	n/a
Finance and insurance, and real estate and rental and leasing:	4.3%	3.4%	69.7%	30.3%	n/a
Professional, scientific, and management, and administrative and waste management services	13.4%	6.2%	48.3%	51.7%	\$25,776
Educational services, and health care and social assistance	23.3%	28.9%	77.4%	22.6%	\$22,399
Arts, entertainment, and recreation, and accommodation and food services	4.2%	15.9%	46.4%	53.6%	\$18,993
Other services, except public administration	3.3%	6.8%	0.0%	100.0%	\$37,946
Public administration	18.3%	10.1%	50.5%	49.5%	\$31,205

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates 2015-2019 – Selected Economic Characteristics

Industrial Sectors

Since the Town of Hampton’s 2010 Comprehensive Plan was completed, two major industrial parks were built in Hampton County. One is a 1,200-acre Lowcountry Regional Industrial Park (LRIP) and a newly built 1,000-acre Agriculture Technology Campus. The Town and neighboring communities have benefitted from the economic growth of the County. Currently, the Town is home to four industrial sites (two construction services, one agribusiness, and one machinery and equipment) detailed in Table 11. Also there are over 200 small-scale retail and commercial enterprises located in the Town.

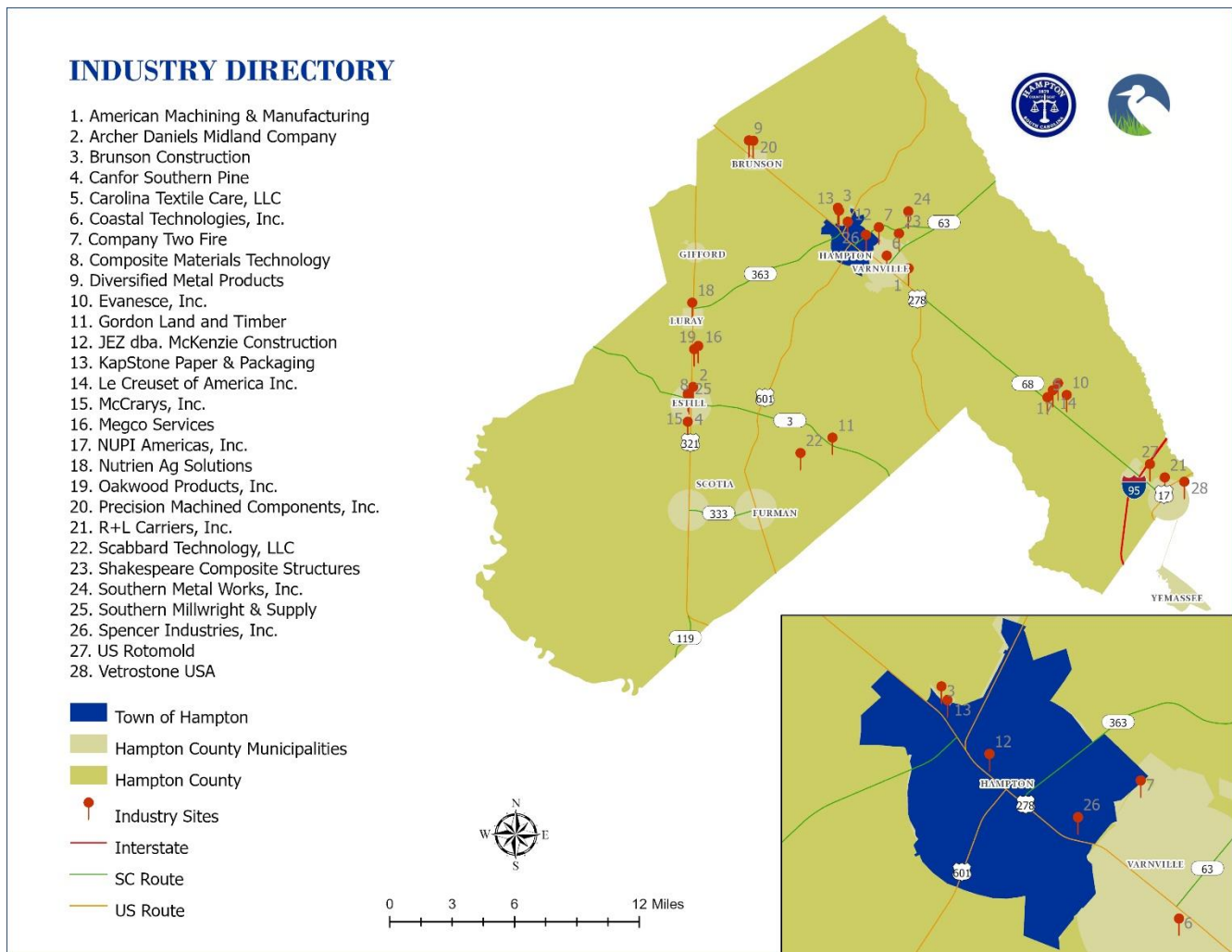
Table 11: Town of Hampton Industry Directory 2021

Company Name	Industries	Number of Employees
Brunson Construction	Construction	N/A
JEZ dba. McKenzie Construction	Construction	N/A
KapStone Paper & Packaging	Agribusiness	11-50
Spencer Industries, Inc.	Machinery & Equipment	11-50

Source: South Carolina Department of Commerce – South Carolina Industry Directory

Also there are 24 industrial sites in the nearby areas in Hampton County that are manufacturers, suppliers, vendors, distributors and other service-related businesses (Figure 10). These can impact the job creation for the Town’s workforce population.

Figure 10: Industry Directory 2021



Source: South Carolina Department of Commerce – South Carolina Industry Directory

Labor Market Projections

The South Carolina Department of Employment and Workforce projected the future employment by Workforce Investment Area (WIA). The Town of Hampton is in the service area of the Lowcountry WIA, projecting the job growth principally from the service sector i.e., Accommodation and Food Services, Health Care and Social Assistance. Manufacturing, Utilities, and Information are among the lowest job growth (Table 12).

The employment projections are correlated with the employment characteristics where more jobs on service sector and less jobs on manufacturing. However this projection is based on the 2016 data which did not consider the new industrial parks built later on. The Town may benefit from the job creation, particularly in the agribusiness campus in Hampton County expecting to create more than 1,500 jobs over the next five years

Table 12: Employment Projections by Industry 2026

Industry	2016 Estimated Employment	2026 Estimated Employment	% Change 2016-2026	% Annual Change
Total All Industries	100,622	113,447	12.8%	1.2%
Accommodation and Food Services	14,369	17,457	21.5%	2.0%
Health Care and Social Assistance	11,983	14,814	23.6%	2.1%
Retail Trade	14,281	15,576	9.1%	0.9%
Administrative and Support and Waste Management and Remediate	6,012	7,125	18.5%	1.7%
Construction	5,335	6,002	12.5%	1.2%
Educational Services	6,236	6,799	9.0%	0.9%
Real Estate and Rental and Leasing	2,412	2,864	18.7%	1.7%
Other Services (except Government)	6,503	6,895	6.0%	0.6%
Arts, Entertainment, and Recreation	2,792	3,070	10.0%	1.0%
Wholesale Trade	1,533	1,772	15.6%	1.5%
Transportation and Warehousing	1,264	1,480	17.1%	1.6%
Finance and Insurance	2,046	2,214	8.2%	0.8%
Information	633	681	7.6%	0.7%
Manufacturing	2,200	2,218	0.8%	0.1%
Utilities	400	403	0.8%	0.1%

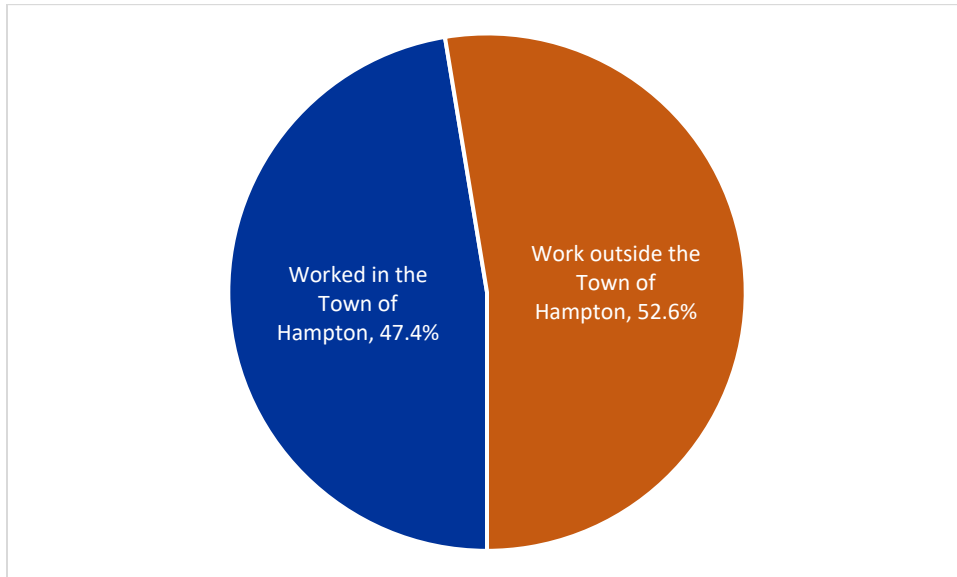
Note: Projections are available by Workforce Investment Area (WIA).

Source: South Carolina Department of Employment and Workforce – Industry Projections

Commuting Patterns

Worker commuting patterns reveal a great deal about the relative strength and size of the local economic base. In 2019, 52.6% of the Town of Hampton’s employed workforce worked outside the Town (Figure 11). The average commuting time for all residents is about 45 minutes round trip.

Figure 11: Commuting Pattern 2019

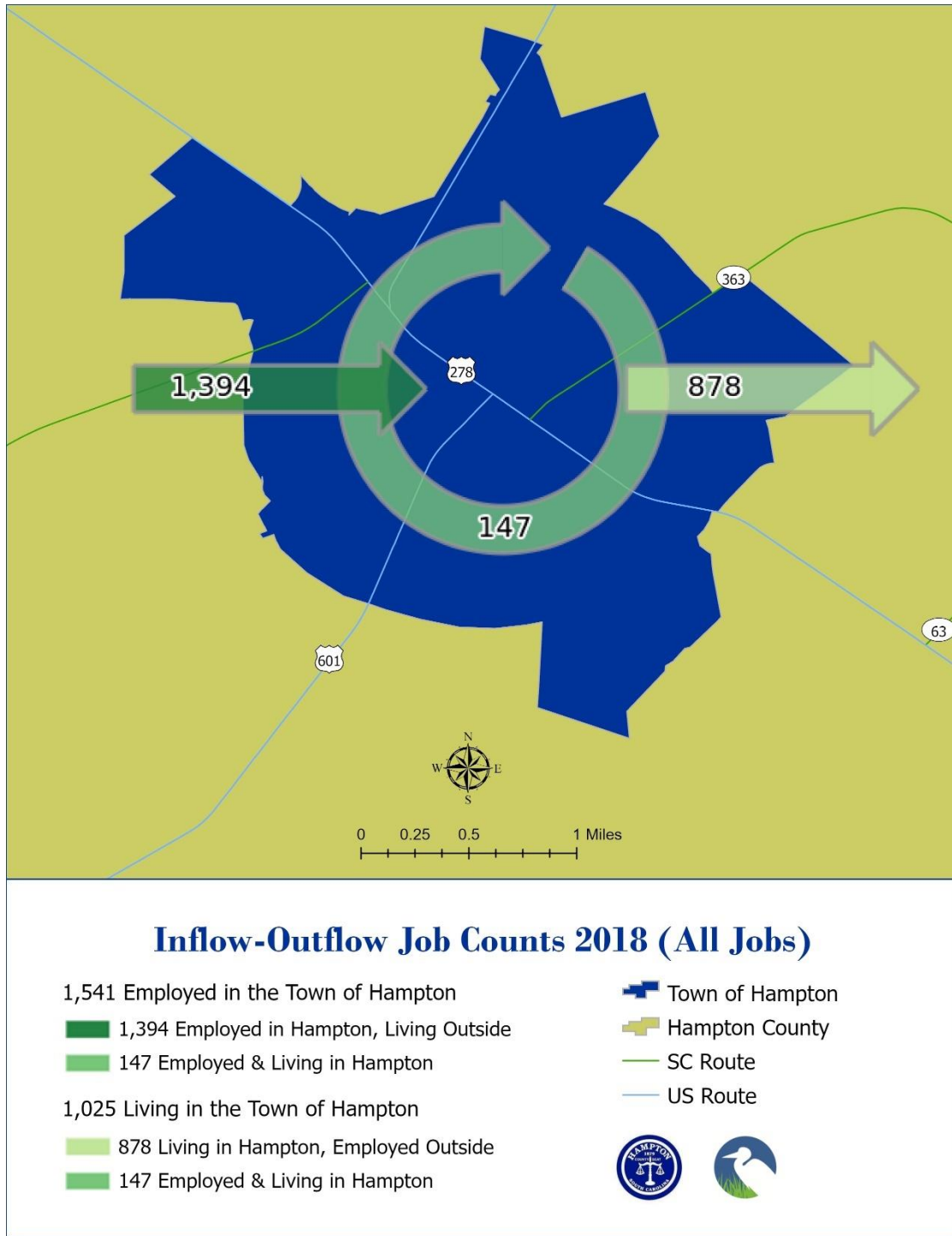


Source: U.S. Census Bureau, American Community Survey 5-Year Estimates 2015-2019 – Commuting Characteristics

A closer look of commuting patterns can help identify the local economic potential for the Town. As shown in Figure 12, there are 1,541 workers in the Town. Of those workers, 1,394 (90.5%) commute into the Town but live elsewhere, and 147 (9.5%) are residents of the Town. There are 1,025 residents of the Town who are employed. Of this number, 878 (85.7%) work elsewhere.

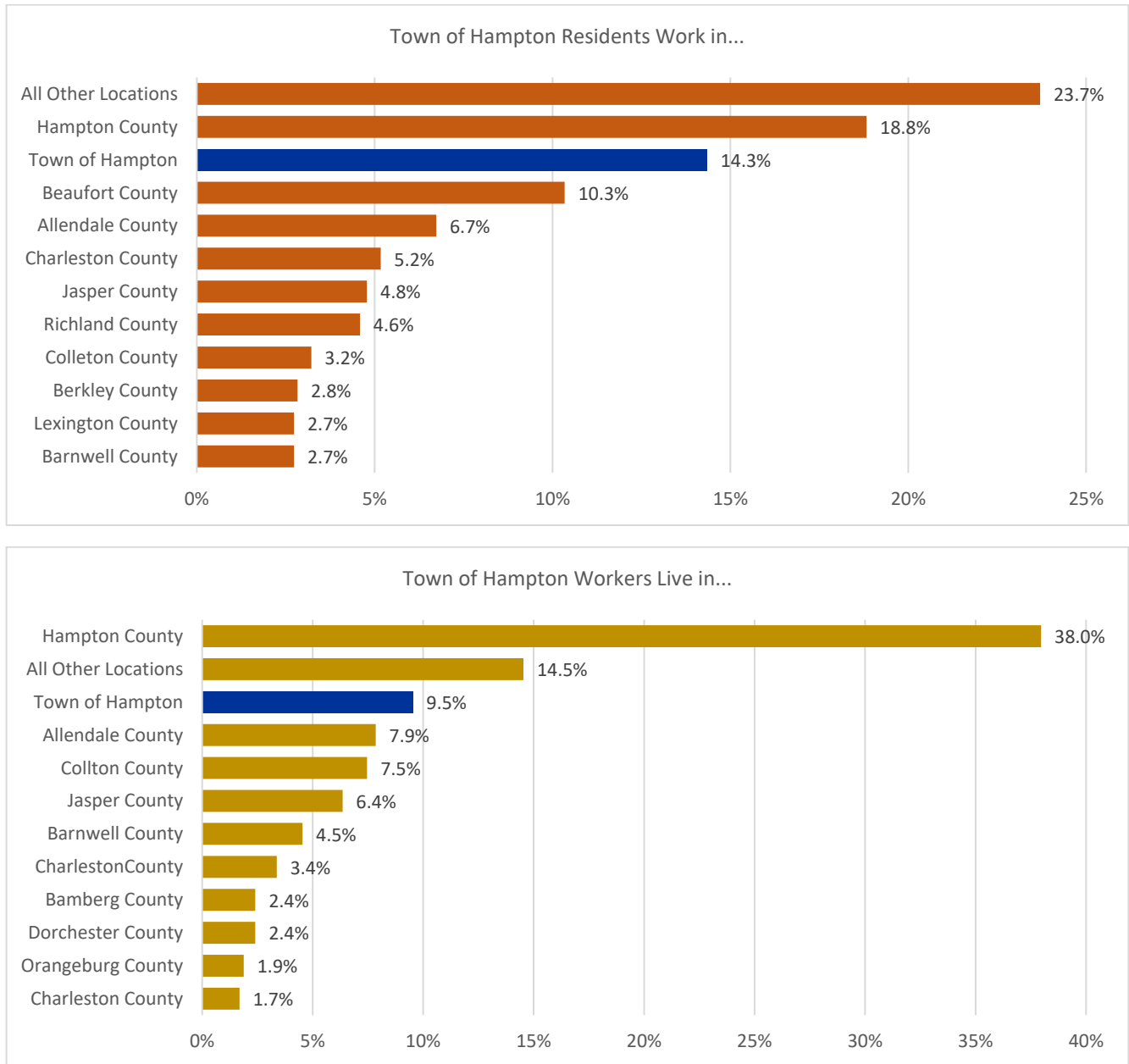
Figure 13 illustrates where the Town’s residents work and where the Town’s workers live. Besides working in the Town and the Hampton County, most residents work in Beaufort (10.3%), Allendale (6.7%), Charleston (5.2%), and Jasper (4.8%) Counties, to name a few. A majority of people who work in the Town live in Hampton County (38%). People are willing to commute over 50 miles. This indicates a relatively strong regional job market.

Figure 12: Inflow-Outflow Analysis of Residents and Workers 2018



Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD) – OnTheMap

Figure 13: Commuting Destinations 2018



Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD) – OnTheMap

Summary

The preceding analysis suggests that half of the Town of Hampton's population are considered to be in the labor force. The unemployment rate (3.7%) has significantly improved since 2010 (7.6%). Most residents work outside of town, primarily in the Lowcountry counties, and moreover within about a 20-to-25-minute drive from their home.

The Town increased its strength and position in Hampton County in most areas of commerce. It appears that the employment had shifted from manufacturing to educational services, healthcare, and tourism-oriented work. Though there are large industrial sites located in the Town and the nearby areas, small-scale retail and commercial enterprises form the economic base in the Town of Hampton.

The future job market is heavily oriented toward service occupations i.e., accommodation and food services, healthcare, and transportation. Additionally, the external economic conditions can spur the Town's future job market. A newly built 1,000-acre Agriculture Technology Campus in Hampton County is expected to create more than 1,500 new jobs.

There are over 200 small retail establishments in the Town, however they do not seem to meet residents' needs, particularly restaurants, grocery stores, and retail shopping stores. According to the survey results, residents must travel outside of town to enjoy nicer goods and services, often to nearby larger urban areas, such as Beaufort and Charleston Counties.

It is recommended that the Town considers a Master Plan or Strategic Plan project for Main Street or Downtown to stimulate economic activity for businesses and to offer a unique experience for residents. The plan should not only focus the Town's future development but also on attracting the wider community to enjoy what the Town of Hampton has to offer.

NATURAL RESOURCES

NATURAL RESOURCES

Introduction

Natural resources have played an important role in the Town of Hampton's development and likely will continue to do so. Natural resources here consider general slope characteristics, climate, land cover, plant and animal habitats, parks and recreation areas, floodplain, wetlands, and soil types.

Inventory of Existing Conditions

Geographic Location and Climate

The Town of Hampton has a total area of 4.6 square miles, of which, 4.5 square miles (98.7%) is land, and 0.1 square miles (1.3%) is water. It is located in the Atlantic Coast Flatwoods land resource area, in the north-central Hampton County, South Carolina and in the southeast by the Town of Varnville.

The landscape is nearly level, with elevation about 150 feet above sea level. Significant waterbodies comprise Mill Creek and House Fork located in the Lower Coosawhatchie River, Broad River watershed and Salkehatchie major basin.

The Town's climate is humid and subtropical. The summers are hot, and the winters are moderately cold and short. Over the course of the year, the temperature typically varies from 38°F to 92°F. The average annual rainfall is approximately 48 inches and is evenly distributed throughout the year.

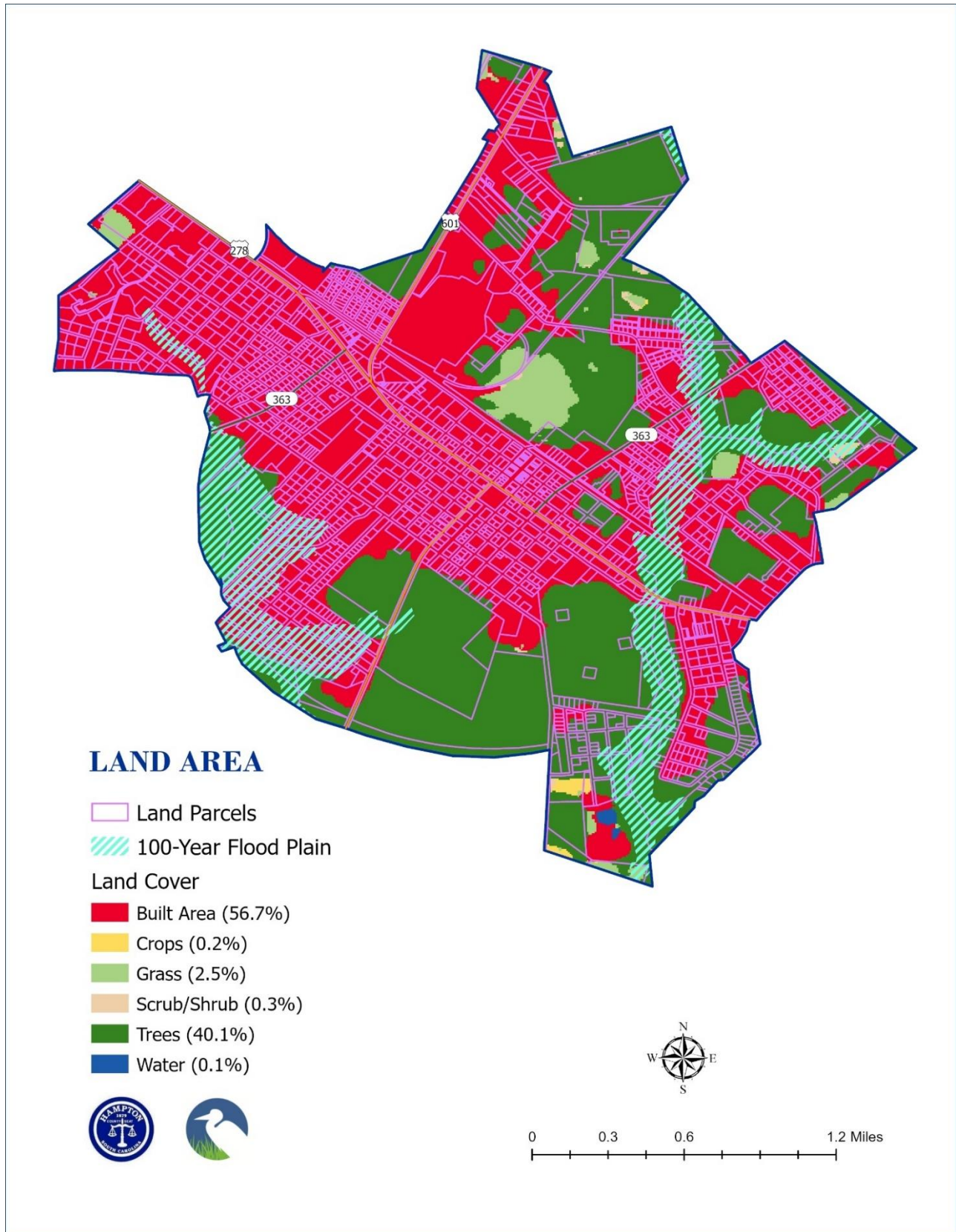
Land Area and Flood Plains

The Town of Hampton is primarily composed of built-up, developed areas and undeveloped, forested areas, accounting for 56.7% and 40.1% respectively (Figure 14).

Most of the built areas are not located in the flood plains, also considered wetland (Figure 15). The Town should continue to avoid the new development in the flood plains to avoid the flood hazard potential to life threatening and property damage. Flood plains are essential drainageway of the community and are beneficial for wildlife habitat, and open space corridors.

The Town has plenty of trees, a dense canopy that contribute to community ambiance and beautification. However, there is no specific means to advance tree preservation.

Figure 14: Land Cover and Flood Plains 2019



Source: National Land Cover Database (NLCD)

Wetlands

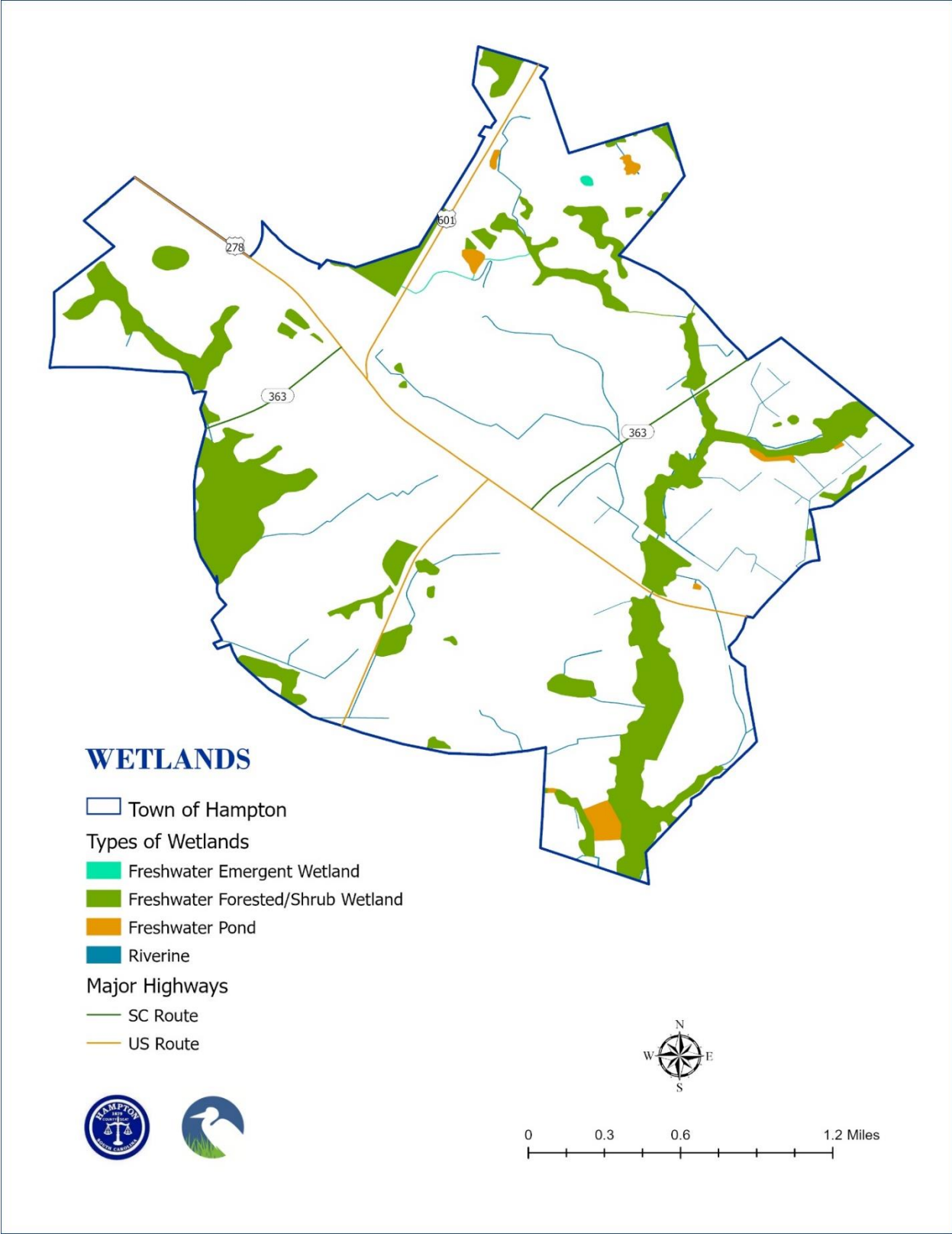
According to the U.S. Army Corps of Engineers (Corps) and the U.S. Environmental Protection Agency (EPA), wetlands are:

“areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.....organizes characteristics of a potential wetland into three categories: soils, vegetation and hydrology.”

Most wetlands in the Town of Hampton are freshwater forested/shrub wetland, found in the areas paralleling Sanders Branch to the east, north of US 278, west of US 601, south of SC 363 (Luray highway), and paralleling Crooked Creek. There are also isolated small wetland pockets scattered throughout the Town (Figure 15).

Similar to the flood plain areas, the Town needs policies and procedures in place for any activities involving development within or adjacent to wetlands. Also there are additional requirements by the U.S. Army Corps of Engineering (USACE), Section 404, on wetlands considerations for projects to be undertaken or partially or entirely funded by a federal, state, or local agency.

Figure 15: Wetlands



Source: South Carolina Department of Natural Resources (SCDNR)

Soils

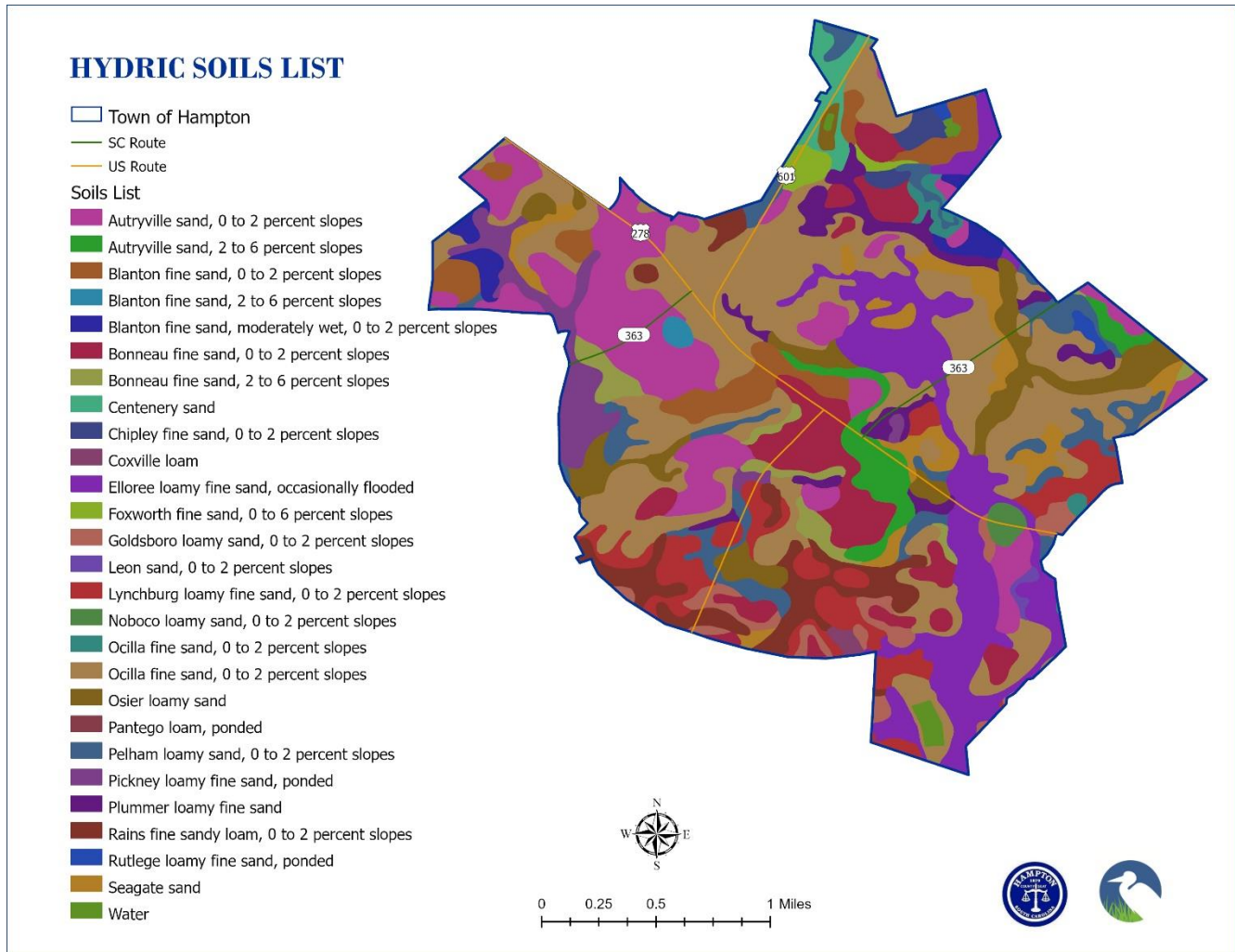
Understanding soil types and knowing its location will help in future land use planning within the community. As described in Table 13, the top three most soil types in the Town of Hampton are Ocilla, Autryville, and Elloree soils, comprised for 47.3% of all soil types. The Ocilla soil is somewhat poorly drained and suited to row crops and small grain, pasture, and woodland. The Autryville is a well-drained soil, suitable for Pasture and Building Site Development. Finally, the poorly drained Elloree soil is found in the area with occasionally flooding. It is not suitable for any use except for woodland. More soil types and its location are illustrated in Figure 16.

Table 13: Soil Descriptions and Land Use Consideration

Soil Descriptions	% of Areas	Broad Land Use Consideration		
		Poorly Suited to	Suited to	Well Suited to
OcA—Ocilla fine sand, 0 to 2 percent slopes, somewhat poorly drained	25.1%	Building Site Development	Row Crops and Small Grain, Pasture, and Woodland	-
AtA—Autryville sand, 0 to 2 percent slopes, well drained	11.8%	Row Crops and Small Grain	Woodland	Pasture and Building Site Development
Eo—Elloree loamy fine sand, occasionally flooded, poorly drained	10.4%	Building Site Development, Row Crops, and Small Grain	Woodland	-
BoA—Bonneau fine sand, 0 to 2 percent slopes, well drained	6.6%	Row Crops and Small Grain	Pasture, Woodland, and Building Site Development	-
Ly—Lynchburg loamy fine sand, 0 to 2 percent slopes, somewhat poorly drained	5.9%	Row Crops and Small Grain, Pasture, and Building Site Development	Woodland	-
Pe—Pelham loamy sand, 0 to 2 percent slopes, poorly drained	4.9%	Row Crops and Small Grain, Pasture, Building Site Development	Woodland	
Oe—Osier loamy sand, poorly drained	4.3%	Row Crops and Small Grain, Pasture, and Building Site Development	Woodland	
BaA—Blanton fine sand, 0 to 2 percent slopes, somewhat excessively drained	4.2%	Row Crops and Small Grain	Pasture, Woodland, and Building Site Development	
Rains, Seagate, Pickney, Plummer, Autryville, Goldsboro, Bonneau, Centenary, Blanton, Pantego, Foxworth, Chipley, Noboco, Water, Blanton, Rutlege, Coxville, and Leon Soils	26.8%	Vary in their suitability of use		

Source: US Department of Agriculture (USDA) – Web Soil Survey

Figure 16: Soil Types and Location



Source: US Department of Agriculture (USDA) – Web Soil Survey

Summary

An analysis of the Town of Hampton’s natural resources reveals that the nearly-level topography, moderate temperatures and precipitation, and minimal flooding present a comfortable setting for citizens and a welcome atmosphere for visitors. The urban forest and trees constitute the majority of the Town’s important natural resources. The Town offers opportunities for both growth and open space. However, soil conditions pose major constraints to development in a majority of the community because of its poorly drained characteristic.

The Town’s natural resources preservation is as important as the Town’s future development. Natural resources particularly trees and wetlands function as wildlife habitats, natural drainage areas, storage areas for storm and flood waters, ground water discharge areas, and water purification areas. The Town should maintain a balance between economic growth and natural resources preservation.

CULTURAL RESOURCES

CULTURAL RESOURCES

Introduction

Unplanned development patterns can have devastating effects on Cultural resources which are considered an integral part of the community. This element focuses on historic buildings and structures and other unique cultural resources to ensure the Town will preserve these unique qualities for community and future generations.

Inventory of Existing Conditions

History

The Town of Hampton officially formed in 1879. The Town's Courthouse was incorporated to serve as the Hampton County seat on December 23, 1879. The first building in town was a two-story school to educate the children from Hoover's Station, DeLoach's Field and Mauldin's Mill. The first election for the mayor and the councilmen was held in March 1880. The official seal was marked "Town of Hampton Courthouse, SC." It was not until later that the post office would list it as only "Hampton, SC."

The original form of government, mayor-council, is still in effect today. Initially, meetings were held in local business establishments, later in rented space. It was then that many valuable documents were lost in a fire. In 1952, the first Town Hall was erected. The second, built in 1967, was remodeled in 2000.

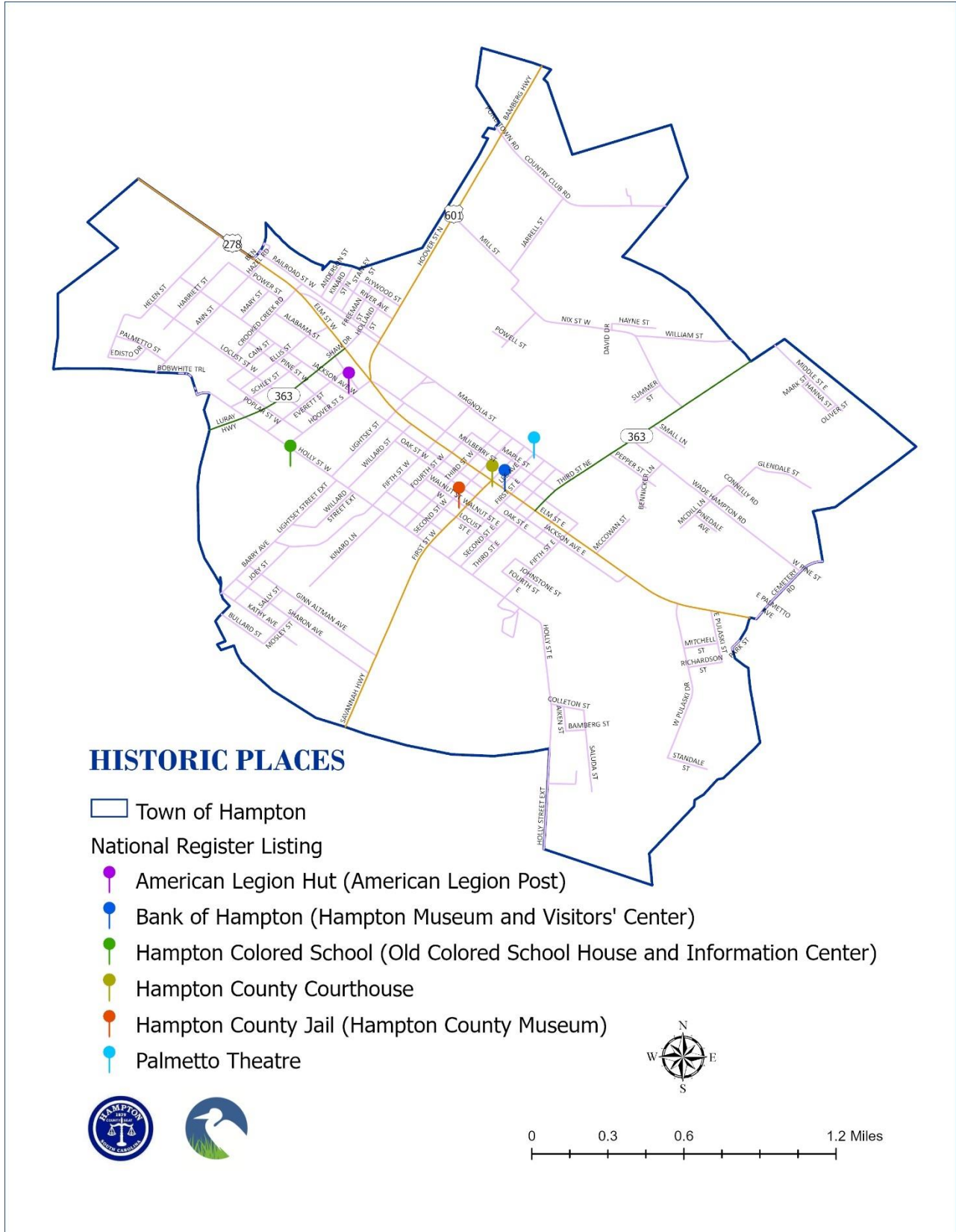
Economic development initially came in the form of agriculture and industry was added later, with Plywoods-Plastic as a major facility. It later became Westinghouse-Micarta, then International Paper. Today Nevamar is the industry located in the large complex. At present, the Town has a diversified economy with its own industrial park and smaller industries.

Historic Places

There are seven notable historical places in the Town of Hampton where, as shown in Figure 17, six are listed on the National Register of Historic Places (NRHP). These are:

- Hampton County Courthouse (NRHP listed on December 12, 1978)
- Hampton Colored School (NRHP listed on February 28, 1991)
- American Legion Hut (NRHP listed on October 27, 2000)
- Bank of Hampton (NRHP listed on May 30, 2001)
- Hampton County Jail (NRHP listed on June 23, 2011)
- Palmetto Theatre (NRHP listed on October 9, 2012)
- First School House
- Library

Figure 17: Historic Places in National Register Listing



Source: South Carolina Historic Properties Record

Hampton County Courthouse - NRHP

The Hampton County Courthouse was built in 1878-1879 and its cornerstone was laid October 12, 1878, by Governor Wade Hampton. The building exhibits the Italianate Victorian style. It was substantially remodeled and enlarged in 1925, and renovated in 2008. The remodeling in 1925 involved the removal of an original double curved staircase on the front of the building and eight chimneys.



Hampton Colored School - NRHP

The Hampton Colored School or Old Colored House and Information Center was built in 1929 by Ervin Johnson, a local black carpenter, and volunteers from the black community. It was the only educational facility for the community's black children. The structure replaced a dilapidated one-room schoolhouse dating back to 1922. The school was later converted into a museum, serving as a repository of Black History. It is significant as an intact example of vernacular school architecture as well as for its association with African American history. The Hampton colored school was the only accredited black school in the Town until 1947, when Hampton Colored High School was opened.

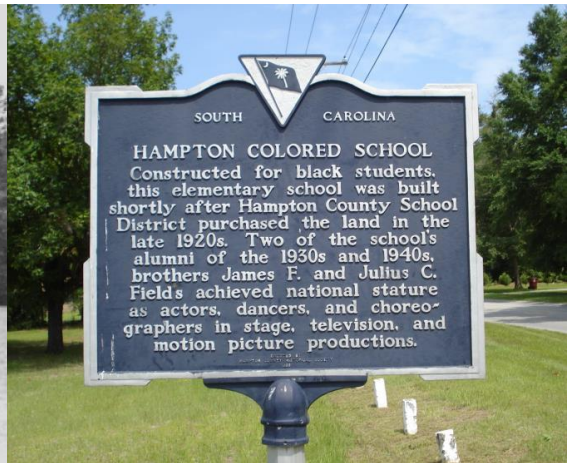


Photo Credit: South Carolina Historic Properties Record

American Legion Hut - NRHP

The American Legion Hut or American Legion Post 108 is a one-story T-shaped cypress log building with a truss roof constructed in 1933. The building is historically significant as a surviving example of the Depression-era Works Program. Local workers built the Hut supported by funds from the Reconstruction Finance Corporation, a federal agency that provided loans for work relief projects during the Great Depression.



Photo Credit: South Carolina Historic Properties Record

Bank of Hampton - NRHP

Organized by the prominent citizens, the Bank of Hampton was built in 1891. Establishment of the bank was an important factor in securing the town's position as a regional center, and by 1905 Hampton was listed as a "banking town" in a statewide business directory. In 1987, the bank was converted into a museum and named "Hampton Museum and Visitors' Center." The museum contains military artifacts, a children's room, an exhibition of various antique medical equipment donated by local physicians and Watermelon Festival memorabilia. Also, on a regular basis local craftsmen and artisans display their wares on a rotating basis.



Hampton County Jail - NRHP

The Hampton County Jail (the old jailhouse) was built in 1878 and served as a jail until 1976. Later it was converted into a museum. The museum contains an extensive collection of memorabilia from Civil War, World War I, World War II, the Korean War, the Vietnam War, and more. Photographs of the county and its people and their ancestors also are on display. The second-floor cells have been preserved and are a distinctive museum attraction for the County Historical Society.



Palmetto Theatre - NRHP

The Palmetto Theater was built and opened in 1946, an intact example of a small-town, southern, post-war movie theater. In the 1980's, lack of attendance caused the theater to close. It was reopened in 1989 for local productions and is currently operated by the Hampton County Arts Council. The Palmetto Theatre remains as one of only a small handful of Art Moderne theaters in the state of South Carolina.



Photo Credit: South Carolina Historic Properties Record

First School House

The First School House was built in the 1870s. It served in that capacity until 1911. Legend has it that Governor Wade Hampton spoke from the balcony when he first visited the Town.



Library

The Hampton Library was organized in 1936 under the Works Progress Administration (WPA). In 1941, Allendale, Hampton, and Barnwell Counties formed the first multi-county regional library system in South Carolina. In 1942 Barnwell County withdrew from the regional compact. It was replaced in 1947 by Jasper County, forming the current three county regional system of Allendale – Hampton – Jasper Counties. The latest library renovation was completed in 2016.

The library contains collections of books, magazines, CDs, DVDs, and audio books. It also provides public access computers and laptops to use in the library and wireless connections that work both inside and outside of the buildings. The Bookmobile offers rural service in Hampton County.



Photo Credit: Hampton County Website

Museums

Three historical places were converted into museums including Bank of Hampton, Hampton Colored School, and Hampton County Jail. These museums are administered under an Association of Museums. This organization includes the Brunson Museum, the Hampton Historical Society Museum, and the Hampton Museum and Visitors Center. Details on these museum are described in the above section.

Cultural Events



Began in 1939, the Hampton County Watermelon Festival is the oldest continuing festival in South Carolina. The Town of Hampton has been a home for this annual festival since 1943.

The festival is held the third week of June, a weeklong event planned and produced by volunteers from all parts of Hampton County. It is the effective and pleasant way to present the identity and culture of the hometown to the citizens and visitors.

Summary

Historical and cultural resources define the Town of Hampton's unique identity and the lifestyle of the community. A variety of historical sites, organizations, and cultural attractions are found in the Town. These resources play an important role in not only the Town's cultural development, but also its economic and community development.

It is important for the Town to determine how to optimize the use of these resources as a development tool without compromising their value to the health and general welfare of community and future generations. To maintain these resources, the Town should have the proper stewardship and continue its preservation efforts.

COMMUNITY FACILITIES

COMMUNITY FACILITIES

Introduction

The community facilities element inventories the presence of the facilities that support services of the Town of Hampton. It considers water supply, treatment, and distribution; sewage system and wastewater treatment; solid waste collection and disposal; fire protection, emergency medical services, and general government. Other community assets such as educational facilities, libraries, parks and recreational facilities will be incorporated in this element as well.

Inventory of Existing Conditions

Utilities

Water System

The Town of Hampton’s water supply comes from two deep water wells—Well 1 on Holley Street and Well 3 on Jackson Street—with production capacity at 919,000 gallons per day. Currently, the Town serves 1,424 customers (1,195 residential and 229 commercial) throughout the Town and into parts of the unincorporated urban fringe area. Average daily consumption is approximately 210,000 gallons. Below are the water rates based on service location, business or residence, meter size and volume consumed.

<u>Monthly Charge</u>	<u>Rate per 1,000 Gallons</u>
\$13.50	\$3.57

Wastewater System

The Town owns and operates a sewer system and wastewater treatment with 2,000,000 gallons per day in both design and disposal capacities. Average daily wastewater treated is approximately 500,000 gallons per day or 25 percent of capacity. Below are the wastewater rates based on water consumption flow.

<u>Monthly Charge</u>	<u>Rate per 1,000 Gallons</u>
\$17.50	\$6.12

The gallons of water usage and wastewater treated are well below the production capacity of the water and wastewater systems. This means the Town can accommodate future growth and development. Also the Town improved the sewer system along the Jackson and Lightsey Streets in 2015 and 2018 respectively.

Electricity

Currently the Palmetto Electric Cooperative serves most area in Town. The alternative source of electricity is the solar energy.

In 2018, the Town received a Municipal Achievement Award for its “Slum and Blight to Solar” project, installing a solar farm in the Town’s dilapidated area. This project provides clean and sustainable energy to the residents for over 150 households. Also the Town will receive \$270,000 through the lease of the property to the solar developers for the period of 10 years. If additional solar panels would be installed, they would supply enough electricity to power to the town hall, police department and fire department. The potential savings from shifting to solar power is estimated at \$18,000 per year.

Sanitation

Contracting with the S&S Disposal, the Town provides all households and businesses the solid waste collection and disposal service. Households are issued a roll cart and charged \$15.00 a month for twice a week (Tuesday and Thursday) curb side pickup. Businesses using a roll cart are charged \$18.00 a month. Businesses using larger containers are charged according to container size and volume. This service is provided within the city limits and is charged to the water bill.

Recycling is done on a volunteer basis. The Town does not have a curb side recycling program, but residents are encouraged to recycle using Hampton County’s recycling centers located throughout the county.

Public Safety

Police Protection

The Town’s Police Department is located in the Town Hall building, central to the community. The Department has 12 full-time commissioned officers, responsible for 4.5 square mile in land area and 2,694 population or 4.5 police officers per 1,000 population. The number of police officers is adequate to cover and protect the community. The police department is located in the Town Hall with sufficient office space to meet the 10-year time frame of this plan. The Department does not operate a jail. Instead, it transfers all detainees to the county jail.

Fire Protection

The Town’s Fire Department is located behind the Town Hall building. The Department has served the community within the town limits and surrounding rural areas for more than 80 years. Affiliated closely with Hampton County, the Department is set up to cover a total response area of more than 85 square miles and equipped with two engines and an equipment truck, rescue unit and a 5000-gallon tanker truck. The Department is led by the Fire Chief and a slate of five officers appointed by the Chief (one Deputy Chief, two Captains and two Lieutenants). All officers are trained by the South Carolina Fire Academy and the National Fire Protection Association (NFPA). The level of protection offered by the Fire Department results in a Class 4 rated by the Insurance Service Office (ISO). Below is an explanation of the classification.

<u>Major Class</u>	<u>Groupings Characteristics</u>
Classes 1-3	More complete and sophisticated systems, based entirely on individual grading of suppression
Classes 4-8	Recognized fire department and community water system
Class 9	Recognized fire department, but no recognized community water system
Class 10	No recognized fire department or defense

Park and Recreation

Town’s Parks and Recreation Facilities

Parks and recreation facilities are found throughout the Town of Hampton (Table 14). Public recreational facilities and opportunities is complemented by private and commercial recreation resources, including Penny Branch Golf Club, public and private schools, and churches.

Table 14: Town of Hampton Park and Recreation Inventory 2021

Parks	Acreage	Facilities
Dave Daniels Park	6.2	Softball field, playground, basketball courts, concession stand
Lightsey Park	3.0	Playground equipment, picnic tables, shelter
McMillan Park	N/A	Playground equipment
Main Street Park	0.3	Gazebo, arbor, benches
Boyles Soccer Field	8.0	Soccer complex, concession stand
Kinard Park	N/A	Baseball field, tennis complex, basketball court, concession stand

Source: Town of Hampton records

In 2011, the Town created a “Native American Nature Trail” with a boardwalk and natural material trail section. This trail provides not only recreational benefits to the community, but also protects and enhances the last remaining undeveloped wetland in the area.

It is not easy to define the adequacy, patterns, and trends of parks and recreation facilities. The Town should monitor the accessibility and usage of these facilities. Also the Town can use the 5-year South Carolina State Comprehensive Outdoor Recreation Plan developed by South Carolina Department of Parks, Recreation and Tourism as a guideline for the needs of both residents and visitors. The latest 5-year plan (2014-2018) identified the top five most popular outdoor recreation activities including hiking, walking, camping, wildlife viewing, and canoeing/kayaking.

State Park and Wildlife Management Areas

Just five miles south of the Town, Lake Warren State Park is a 400-acre watershed, located off the highways US 601 or SC 363. The Park provides fishing, boating, two nature trails, picnic facilities, playground equipment and a community building. The Park also features a floodplain forest that supports four species of pines and other large tracts of wetlands and woodlands that are home to a wide variety of plants and animals including whitetail deer, raccoons, wild turkeys, migratory songbirds, armadillos and American alligators.

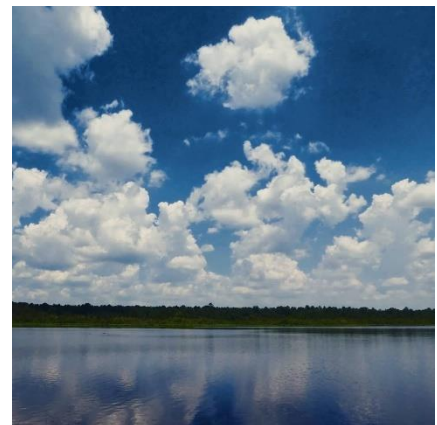


Photo Credit: South Carolina State Parks – Lake Warren

For farther outdoor recreation areas yet still within Hampton County, there are three wildlife management areas that provide game hunting opportunities including Hamilton Ridge, Palachucola, and Webb. They are located in the south of the Town, within a 30-50-minute drive.

Education

There are seven public schools in Hampton District #1, serving the greater Hampton-Varnville area: Ben Hazel Primary School, Brunson Elementary School, Fennell Elementary School, Hampton Elementary School, Varnville Elementary School, North District Middle School, and Wade Hampton High School. There are also two private schools serving the area: Community Christian Academy and Patrick Henry Academy, located outside of the Town of Estill. Lastly, the Technical College of the Lowcountry is a comprehensive, public, two-year college serving the diverse educational needs of the rural counties of Beaufort, Colleton, Hampton, and Jasper.

Table 15 shows that total enrollment at public schools decreased over the past 14 years (from the previous plan). Racial composition has somewhat changed in all schools, due to an increase of other race students particularly Asian. Overall, there is a higher percent of males to females enrolled students, but the percent of females has increased over time.

Also the table provides information on the overall performance rating of each school measured against the state goal. The measure of school performance is criteria to ensure all students meet the “Profile of the SC Graduate.” The Profile identifies three broad sets of attributes, as well as several specific related elements, that render the state’s workforce competitive in the global marketplace. These attributes include world class knowledge, world class skills, and life and career characteristics. More detail on school performance indicators can be seen in Appendix IV.

Table 15: Public School Enrollment 2006-2007 and 2020-2021

		Total	Black	White	Other	Male	Female	Overall Rating
Enrollment 2020-2021								
Primary School	Ben Hazel	259	46.3%	46.3%	7.3%	48.3%	51.7%	Not rated
Elementary School	Brunson	179	35.8%	54.2%	10.1%	52.0%	48.0%	Good
	Fennell	147	77.6%	12.9%	9.5%	44.2%	55.8%	Good
	Hampton	362	53.0%	40.1%	6.9%	52.2%	47.8%	Average
	Varnville	273	53.1%	43.2%	3.7%	55.7%	44.3%	Not rated
Middle School	North District	342	54.4%	40.9%	4.7%	52.0%	48.0%	Excellent
High School	Wade Hampton	580	55.3%	39.8%	4.8%	50.3%	49.7%	Good
Total		2,142	53.3%	40.6%	6.1%	51.1%	48.9%	
Enrollment 2006-2007								
Primary School	Ben Hazel	271	47.1%	50.4%	2.6%	51.5%	48.5%	N/A
Elementary School	Brunson	143	44.3%	55.0%	0.7%	51.7%	48.3%	N/A
	Fennell	261	78.7%	19.8%	1.5%	47.8%	52.2%	N/A
	Hampton	430	49.9%	46.9%	3.2%	56.0%	44.0%	N/A
	Varnville	326	49.1%	48.5%	2.4%	49.7%	50.3%	N/A
Middle School	North District	418	55.3%	43.5%	1.2%	52.8%	47.2%	N/A
High School	Wade Hampton	800	54.4%	44.8%	0.7%	49.2%	50.8%	N/A
Total		2,649	55.2%	43.2%	1.7%	52.7%	47.3%	

Note: Overall rating is based on the 2018-2019 school year.

Source: Institute of Education Science

Summary

The preceding analysis suggests that the Town of Hampton’s water usage and wastewater treatment are well below the production capacity. This means the Town can accommodate future growth and development. However, there is an indication of impairments to water quality in Sandy Branch, based on SCDHEC’s list of impaired waterways for E. coli and Zinc. The water system and safety plan are important ways to ensure the health of the community.

The Town has provided adequate staffing to serve and protect the community. The Town needs to maintain the current ratio of police and fire protection and capital expenditures to meet the needs of the population.

Local and regional parks and recreation facilities are sufficient to the Town’s population. The Town should improve access to and maintain functions of parks and recreation facilities for people of all ages, physical ability, and economic circumstances. It will help promote healthy lifestyles and can provide not only physical health benefits, but also emotional and social benefits.

The school performance reflects the quality of education in Hampton School District #1. The overall ratings of four schools are above average: Brunson Elementary School (good), Fennell Elementary School (good), North District Middle School (excellent), and Wade Hampton High School (good).

Obviously, the Town’s community facilities are provided not only by the Town but also other agencies. These include, for example:

- Hampton School District #1—Serving the children of the Town.
- Technical College of the Lowcountry—preparing graduates with knowledge and skills for transfer to senior colleges and universities.
- Lowcountry Regional Water system—Providing a water and sewer system.
- South Carolina Department of Natural Resources—Providing state parks and recreation opportunities available in the wider area.

Therefore, cooperation and coordination of and among the various facility providers are essential to an effective planning and orderly development process.

With the Town’s active role in improving the community, the Nix Street Neighborhood Revitalization project began in 2017. A variety of neighborhood revitalization improvements have been completed using CDBG funds. These include water facilities, demolition, street improvements, and public services. Additional improvements are planned through 2023 including sewer facilities, road and street improvements, housing exterior rehabilitation, gateway treatment, and park improvements.

HOUSING

HOUSING

Introduction

The housing element measures various housing-related indicators, considering types, ages, and condition of housing, owner and renter occupancy, and affordability of housing. It is important to plan for housing improvements, expansion, and protection to meet future needs and demands. Therefore, the housing regulatory, affordable housing, housing development incentives, and housing-related health and safety will be addressed.

Inventory of Existing Conditions

Housing Composition and Trends

As seen in Table 16, an historic perspective of housing growth in the Town of Hampton shows a 9.6% reduction in the housing units from 2010 to 2019, compared to the 16.2% housing increase in the previous decade. This reduction in housing growth is likely a general slowing trend from the end of the nation-wide housing boom in 2007.

When considering housing types, single-family detached homes account for a majority of the housing in the Town in 2019, fewer homes than in 2010. This loss has been offset by an increase in multi-family, especially 2-4 and 10 or more multi-family units.

An increase in multi-family homes is a response to housing preferences and the need for lower cost housing, among other things. This trend aligns with the current trend of the state and the nation. Manufactured housing also has had a greater impact on the local market in the past decades. However, alternative housing often is considered incompatible with single-family environments because of density, design and attendant traffic, particularly lower income housing. The Town needs to address these issues and properly plan for orderly development, land use compatibility, and quality of life.

Table 16: Housing Types and Trends 1990-2019

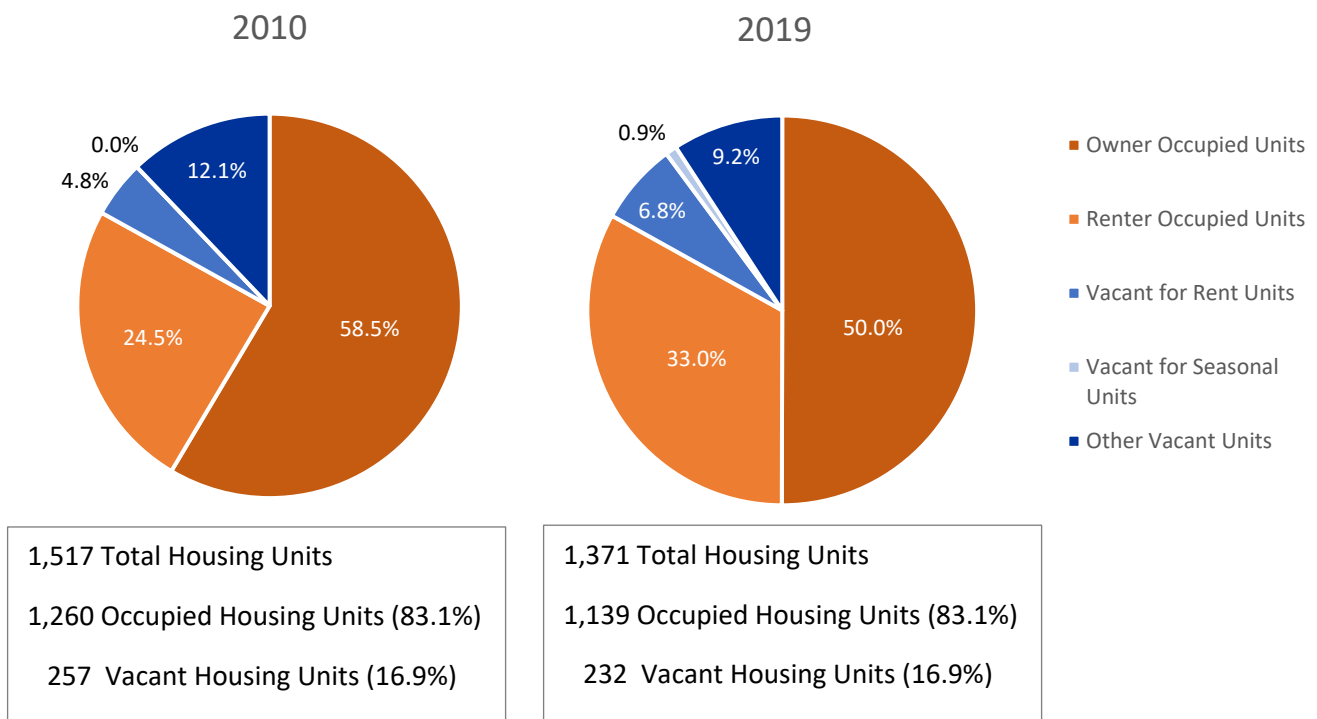
Year	Total Units	Single Family		Multi-Family Units			Manufactured Home
		Detached	Attached	2-4	5-9	10-More	
1990	1,255	76.0%	1.0%	3.0%	5.0%	1.0%	14.0%
2000	1,306	72.0%	1.0%	6.0%	2.0%	2.0%	17.0%
2010	1,517	74.8%	0.0%	4.2%	3.0%	0.0%	18.0%
2019	1,371	71.3%	0.0%	7.6%	1.8%	2.9%	16.4%

Source: U.S. Census Bureau, Decennial and American Community Survey 5-Years Estimates 2015-2019

Housing Occupancy Characteristics

A closer look at housing occupancy, shows that though the total housing units decreased from 2010 to 2019, the share of occupied housing units and vacant housing units stood the same at 83.1% to 16.9% respectively. The majority of housing in the Town is owner-occupied, but declining. An 8.5% decrease in owner-occupied dwellings in 2019 was accompanied by an 8.5% increase in the number of renter occupied units. This trend aligns with an increase of the multi-family homes in the Town. Also there were more of vacant housing units for seasonal, recreational, or occasional use (Figure 18).

Figure 18: Housing Occupancy 2010 and 2019



Source: U.S. Census Bureau, Decennial 2010 and American Community Survey 5-Years Estimates 2015-2019

Housing Affordability

The housing value of the Town of Hampton in 2019 (\$115,200) is lower than the value in 2010 (\$117,900). In 2019, however, the Town has considerably higher housing value than in Hampton County, but considerably lower than in the state. Majority houses were valued between \$100,000 and 149,999. Almost 30% of the Town dwellings were valued above \$150,000, compared with 18.5% in Hampton County and 54.8% statewide. There has been significant increase in the housing value above \$200,000 since 2010 (Table 17). These housing costs need to be considered along with household income when planning for existing and perspective householders to ensure affordability.

Table 17: Owner Occupied Housing Values 2019

House Values	2010		2019	
	Town of Hampton	Town of Hampton	Hampton County	South Carolina
Less than \$50,000	11.8%	14.4%	37.4%	11.2%
\$50,000-\$99,999	28.7%	24.6%	3.0%	16.7%
\$100,000-\$149,999	35.9%	31.3%	13.0%	17.3%
\$150,000-\$199,999	14.2%	8.6%	6.9%	16.5%
\$200,000 and over	9.4%	21.0%	11.6%	38.3%
Median Value	\$117,900	\$115,200	\$72,300	\$162,300

Source: U.S. Census Bureau, Decennial 2010 and American Community Survey 5 Year-Estimate 2015-2019

According to HUD, housing affordability is measured by percentage of income. Currently, housing costs below 30% of income is used as an indicator of affordability for housing. This threshold is to ensure that households have enough money to pay for other household needs.

Table 18 shows that over 40% of the owner householders in the Town of Hampton pay housing costs more than 30% of household income in 2019, higher than in 2010. In contrast, the renter householders paying housing costs more than 30% of household income in 2019 (15.5%) is less than in 2010 (48.9%). This indicates that majority of rental housing in the Town is affordable.

Table 18: Gross Rent/Owner Costs as Percentage of Household Income 2010 and 2019

	2010		2019	
	Owner Households	Renter Households	Owner Households	Renter Households
Less than 20%	42.3%	19.5%	29.5%	18.6%
20 to 24.9%	14.5%	6.7%	18.1%	46.1%
25 to 29.9%	8.6%	24.8%	9.7%	19.7%
30 to 34.9%	8.2%	3.2%	4.6%	7.2%
35% or more	26.4%	45.7%	38.1%	8.3%

Source: U.S. Census Bureau, Decennial 2010 and American Community Survey 5-Year Estimate 2015-2019

According to S.C Regional Housing Authority, the Town of Hampton has three subsidized housing developments—Hampton Place (40 units), Holly Ridge Apartments (24 units), and Litchfield-Hampton Garden, ALP. These three dwellings accept Housing Choice Voucher (HCV).

Housing Conditions

Over 70% of the housing inventory in the Town of Hampton was built between 1960 and 1999. When considering the housing conditions, it is difficult to assess without a thorough inspection. However, HUD provides "CHAS" data (Comprehensive Housing Affordability Strategy) to demonstrate the extent of housing problems and housing needs, particularly for low-income households.

Overall, more than 20% of occupied housing units in the Town has at least one housing problem. This can mean the householder has either an incomplete kitchen facilities, incomplete plumbing facilities, more than 1 person per room, or they are paying housing costs more than 30% of household income, as shown in Table 19.

Table 19: Comprehensive Housing Affordability Strategy (CHASE)—Housing Problems 2018

	Owner		Renter		Total	
	Units	%	Units	%	Units	%
Housing Problems¹						
Household has at least 1 of 4 housing problems	185	15.3%	90	7.4%	275	22.7%
Household has none of 4 housing problems or cost burden not available, no other problems	570	47.1%	365	30.2%	935	77.3%
Total	755	62.4%	460	38.0%	1,210	100.0%
Severe Housing Problems²						
Household has at least 1 of 4 severe housing problems	60	5.0%	30	2.5%	90	7.4%
Household has none of 4 severe housing problems or cost burden not available, no other problems	695	57.4%	430	35.5%	1,125	93.0%
Total	755	62.4%	460	38.0%	1,210	100.0%

Note: ¹The four housing problems are: incomplete kitchen facilities, incomplete plumbing facilities, more than 1 person per room, and cost burden greater than 30%. ²The four severe housing problems are: incomplete kitchen facilities, incomplete plumbing facilities, more than 1.5 persons per room, and cost burden greater than 50%.

Source: US Department of Housing and Urban Development (HUD) – Consolidated data/CHASE data

In 2015, funds from the Community Development Block Grant (CDBG) program and the Town, 15 dilapidated structures (14 residential and 1 commercial) on 12 properties throughout the Town were demolished. These structure were not only an eyesore but also became a safety issue to the community. Through CDBG funds, 10 more abandoned homes were demolished.

Summary

The Town of Hampton is primarily a residential community. The preceding analysis indicates that the number of owner-occupied housing units declined, while rental units increased. This trend aligns with an increase in multi-family homes. Also, manufactured housing had a great impact on the local market in the Town, as approximately one in five homes are manufactured units.

Housing values and conditions in the Town generally are higher than the county average but lower than the state average. The value of homes appears to be increasing over time. Overall, approximately one in five occupied houses have at least one housing problem.

The Town has a variety of housing options that are of good quality, safe, and cost-efficient for owners and renters. The Town should continue to enforce regulatory requirements pertaining to housing. The emphasis should be on public health, safety, and welfare, particularly regarding houses that are vacant and unmaintained.

LAND USE

LAND USE

Introduction

This element represents the integration of all other elements onto the physical landscape of the Town. Types of land uses are generally categorized into residential, commercial, industrial, agricultural, forestry, mining, public and quasi-public, recreation, parks, open space, and vacant or undeveloped. The land use analysis serves as a useful tool for elected officials and planning commissioners, residents, and developers in understanding the future growth and development of the community. This element will also affect the key issues that are addressed in other elements.

Inventory of Existing Conditions

The inventory of existing conditions makes a comprehensive review of how existing land uses are arranged throughout the Town. The inventory notes how land use has changed in the past 10 years and how it could change in the next 10 years. Also, the existing zoning regulations in the Town will be addressed.

Existing Land Use

The Town of Hampton contains three main land uses: residential, commercial, and industrial as illustrated in Figure 19, totaling approximately 3,900 acres (Table 20). These three land uses were identified by using the existing land use map from the 2010 Comprehensive Plan, aerial photography of the Town, and a windshield survey.

Table 20: Existing Land Use Distribution

Type	Number of Parcels	Total Area (Acres)	% of Total Land Use
Residential	1,429	2,675.8	68.5%
Commercial	414	849.6	21.8%
Industrial	23	378.5	9.7%
Total	1,866	3,903.9	100.0%

Source: Land Use Survey and Assessment by LCOG

Existing Residential Land Use

As shown in Table 20, there are approximately 2,676 acres of residentially zoned land which comprises 68.5% of the total land area. The residential land uses include single-family homes, multi-family homes, and manufactured homes. Besides homes, residential land uses also includes senior housing, congregate care and group facilities, cluster subdivisions, town houses, patio homes, and similar land conservation housing types, with commonly maintained recreational and open space. The concentration of homes is found throughout the Town, between Jackson and Holly Streets, south of Holly Street, and North of Wade Hampton Road.

The zoning regulations that apply within this land uses have three subcategories: Single-Family Residential, General Residential, and Mobile Home.

- Single-Family Residential areas are designed to encourage the formation and continuance of a stable, healthy environment for low-density, single-family dwellings and to discourage any encroachment by commercial, industrial, or other uses capable of adversely affecting the residential character of the district. No more than one single-family dwelling shall be located on a single lot or lot of record.

- General Residential areas are reserved for medium-to-higher density residential purposes and designed to encourage the formulation and continuance of several different types of dwellings, such as multi-family homes. This areas also discourage unwarranted encroachment of commercial, industrial or other uses capable of adversely affecting the residential areas
- Manufactured home parks are intended to provide a high-quality residential environment to meet the needs of inhabitants of mobile home parks, to protect mobile home parks from encroachment by incompatible uses, and to encourage the consolidation of mobile homes into mobile home parks.

Existing Commercial Land Use

Existing commercial land uses account for approximately 22% (850 acres) of the Town’s land area. These commercial areas function as commercial corridors including all commercial, retail, office, and other sales and service-type uses. Existing commercial development extends along US 278 and US 601.

The core commercial area, in front of the Court House, encourages pedestrian-oriented retail and service activities and mixes residential and business activity in single buildings. This area discourages large commercial uses, industrial uses, and other uses that could threaten the character of the area. However, the core commercial remains unaltered, but older and seemingly less visited.

Commercial development continues to spread along US 278 and US 601, referred to as “Highway Commercial.” This area encourages the development of large commercial buildings, retail centers, hotels, and other similar activities. All activities are restricted along major thoroughfares and away from residential and other activities that could be adversely affected by the large volumes of traffic these types of uses generate.

Existing Industrial Land Use

The Town’s industrial land uses comprise 23 parcels with a total area of 378.5 acres, approximately 9.7% of the total land use acreage. The industrial development is relatively dense along and parallel with its minor arterials and railroad lines, north of the rail line and Railroad Avenue. The railroad lines are onsite for several Industrial zoned parcels providing a valuable opportunity for industrial sites. Currently, industrial development sites are located along US 278 and US 601, a Nevamar industrial building (770,000 square feet) and the adjacent Mill-Street industrial site (13 acres).

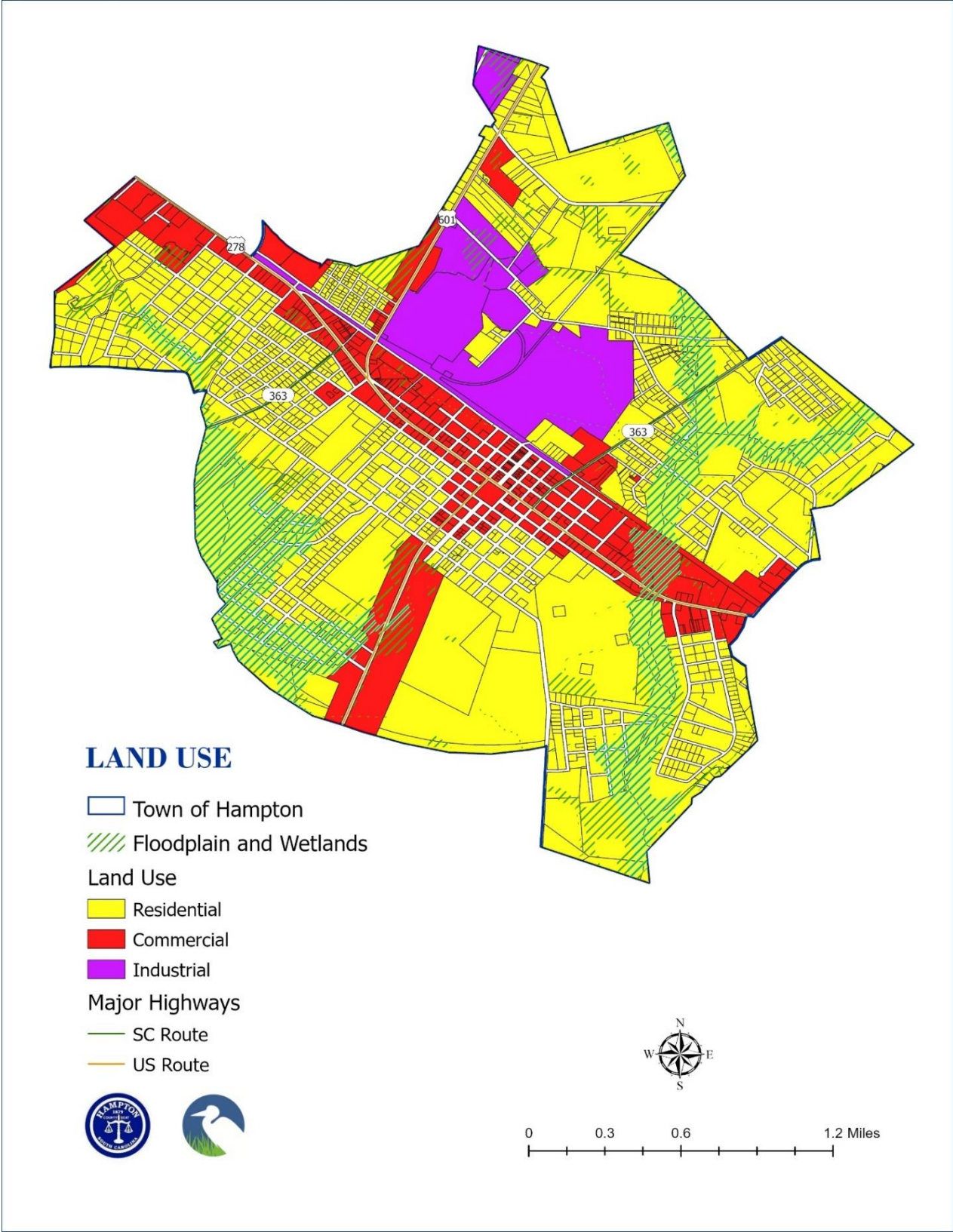
The industrial land uses provide a location near the built-up portion of the Town where the development of light industrial uses will be encouraged. This will help enhance the economic vitality of the community by means of providing a suitable environment for uses generally classified as precision manufacturing, light industry, and selected commercial uses. The location and uses will not conflict with the quality of life of the Town’s residents. Uses permitted in this area may create minimal air, water, heat, light, humidity and noise pollution, hazardous waste, and off-site nuisances. However, heavy manufacturing uses are not permitted in industrial land uses.

Zoning Ordinance

The Town’s zoning ordinance regulates *“the location and use of buildings, structures, and land, the height of buildings and other structures, the size of yards, the density and distribution of population; creating districts for said purposes and establishing the boundaries thereof; defining certain terms used herein; providing for the method of administration and amendment; and providing for the imposition of penalties for the violation of the provisions of this ordinance.”*

The Zoning Ordinance is the primary implementation mechanism for the Land Use Element. Therefore, the Zoning Map must be consistent with the Land Use map contained in the Comprehensive Plan.

Figure 19: Existing Land Use



Source: Land Use Survey and Assessment by LCOG

Summary

Based on this analysis, the Town of Hampton contains a mix of residential and multifamily housing types and densities, strip commercial along the highways, industrial uses in the north portion of the town, and community facilities.

The decline in population may have resulted in less demand for housing. This trend is supported by the decline in housing units. However, there is ample space in the Town at this time to accept future residential development. Also, US 278 and US 601 greatly increase accessibility to the Town resulting in improved opportunities for industrial development.

Though the land uses have not changed significantly, the reassessment of the land uses to determine if they are still representative of the area needs to be addressed. The Town will likely wish to review its current zoning ordinance and make necessary adjustments. The ordinance's conformity with this Comprehensive Plan will be advantageous. Finally, any deficiencies, conditions, or objectives in the land use element will change, the Plan itself should be amended. In this way, the Commission together with the Council should continually evaluate the Plan for applicability.

TRANSPORTATION

TRANSPORTATION

Introduction

The mobility of people, goods, and services supports a healthy and livable community. This element examines the existing and anticipated future conditions of the Town’s multimodal transportation network—roadways, pathways, rail, aviation, and transit. Developing this element must coordinate with the land use element, to ensure transportation efficiency for existing and planned development.

Inventory of Existing Conditions

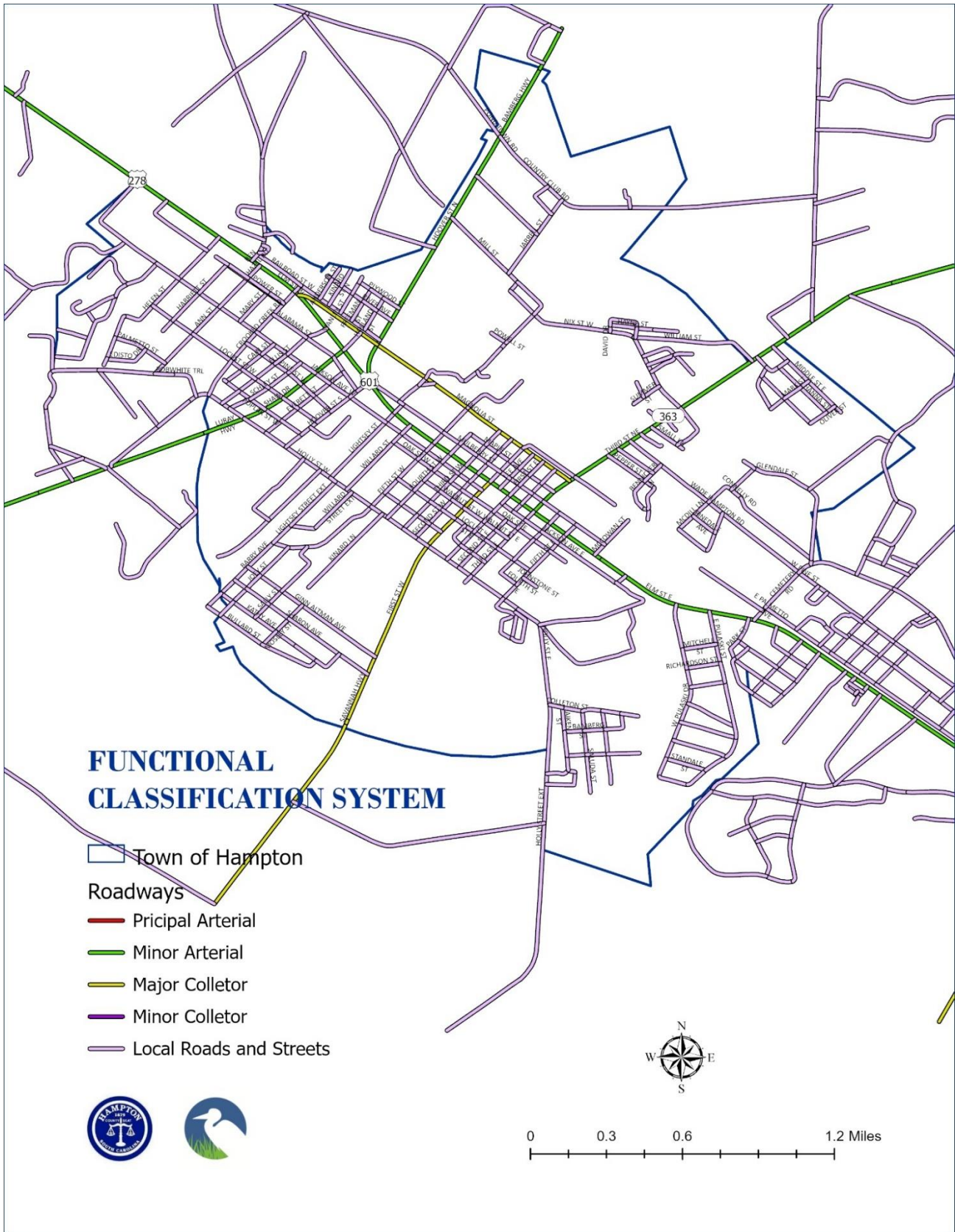
Roadways

The Town of Hampton’s roadway network is classified as minor arterials, collectors, and local roads and streets. These terms are based on the SCDOT’s Functional Classification System. The functional classification system groups streets according to the land use served (or to be served) and provides a general designation of the type of traffic each street is intended to serve. Generally it consists of arterials, collectors, and local roads and streets. Below are brief definitions for this classification. More detail of the Functional Classification System can be found in Appendix V.

- **Arterials** are characterized by a capacity to quickly move relatively large volumes of traffic and are subdivided into principal and minor arterials for rural and urban areas.
 - **Principal Arterials** are used in the design of roadways with the highest traffic volumes and the greatest trip lengths. They are subdivided into (1) Interstate/Freeways—roadways with full control of access, high design speeds, longer distance travel, and support regional mobility; and (2) Urban/Rural—roadways with usually two or four lanes with or without a median, partial control of access, and design to move the high traffic volumes quickly and efficiently through an area.
 - **Minor Arterials** serve local travel demand with lower travel speeds, shorter trips and distances, lower traffic volumes, and more access to property.
- **Collectors** operate at lower speeds (less than 35mph), and provide critical connections in the roadway.
- **Local Roads and Streets** provide a high level of access to adjacent land uses/development (i.e., frequent driveways), serve short distance travel and have low posted speed limits (25 mph to 35 mph).

Figure 20 depicts the classifications for the roadway network within and near the Town based on SCDOT’s Functional Classification System.

Figure 20: Roadways' Functional Classification System 2019



Source: Google Earth

Traffic Volumes

There is a general relationship between the functional classification of a roadway and its annual average daily traffic (AADT) volumes. The SCDOT’s AADT volumes represent the average number of vehicles that passed a specific location in a year. They provide insightful information regarding traffic operations and levels of congestion vital to transportation planning.

Table 21 presents the Town’s AADT volumes indicating relatively consistent traffic counts when comparing years 2010, 2015, and 2019. There were increases along the outskirts of the Town. Figure 21 further illustrates the traffic counts and the changes for 2015 and 2019.

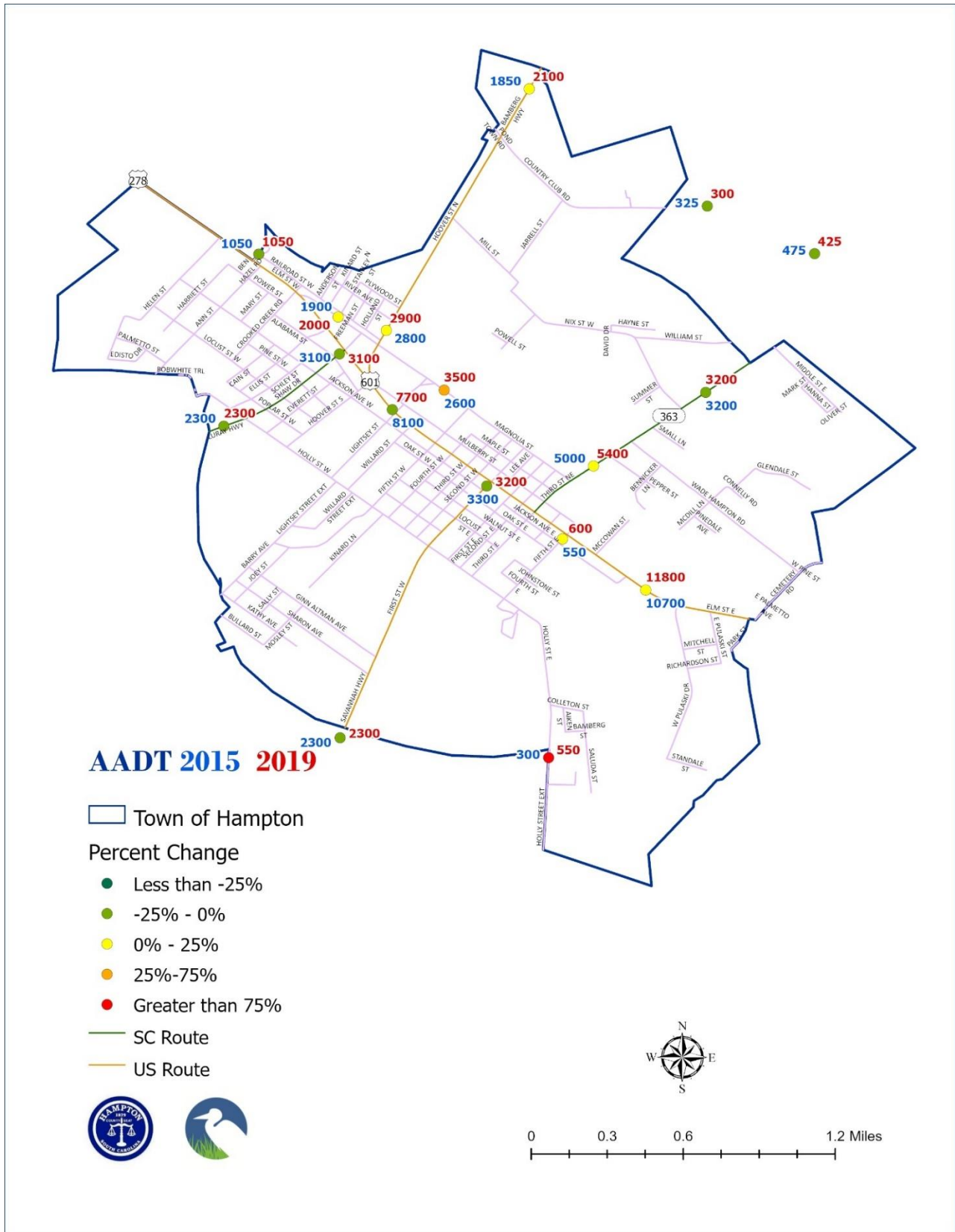
Table 21: Annual Average Daily Traffic (AADT) Volumes 2010, 2015, and 2019

Route	Route Location	Station	2010	2015	2019	CAGR 2010- 2019	CAGR 2015- 2019
S-83	SC 363 (Third St) to US 601 (Hoover St)	404	2,600	2,600	3,500	3.4%	7.7%
S-70	L- 397 (Ice House Rd) to S- 70, S- 87	373	425	300	550	2.9%	16.4%
S-83	US 601 (Hoover St) to US 278 (Elm St)	406	1,750	1,900	2,000	1.5%	1.3%
SC 363	US 278 (Elm St) to S- 31 (Wade Hampton Rd)	381	5,200	5,000	5,400	0.4%	1.9%
US 278	SC 363 (Third St), S- 232 to S- 356 (Park St)	113	11,400	10,700	11,800	0.4%	2.5%
US 278	S-287 to S-83	109	5,600	5,500	5,700	0.2%	0.9%
US 601	S- 68 (Pocotaligo Rd) to S- 87 (Holly St)	163	2,900	2,500	2,900	0.0%	3.8%
US 601	S- 246 (Mill St) to S- 14 (Sandy Run Rd), S- 38	169	2,100	1,850	2,100	0.0%	3.2%
SC 363	S- 68 (Pocotaligo Rd) to S- 87 (Holly St)	225	2,300	2,300	2,300	0.0%	0.0%
SC 363	S- 87 (Holly St) to US 278 (ELM ST), S- 853	227	3,100	3,100	3,100	0.0%	0.0%
S-280	US 278 (Elm St) to S- 858	360	1,150	1,050	1,050	-1.0%	0.0%
US 601	S- 87 (Holly St) to Us 278 (Elm St), S- 195	165	3,700	3,300	3,200	-1.6%	-0.8%
SC 363	S- 31 (Wade Hampton Rd) to S- 54 (Altman Rd)	383	3,700	3,200	3,200	-1.6%	0.0%
S-315	S- 258 (Co Op Rd) to US 601 (Hoover St)	363	350	325	300	-1.7%	-2.0%
S-70	S- 70, S- 87 to US 278 (Elm St)	379	700	550	600	-1.7%	2.2%
US 601	US 278 (Elm St), S- 46, S- 78 to S- 246 (Mill St)	167	3,400	2,800	2,900	-1.8%	0.9%
US 278	S- 83 (Magnolia St) to SC 363 (Third St), S- 232	111	9,700	8,100	7,700	-2.5%	-1.3%

Note: CAGR (Compound Annual Growth Rate)

Source: South Carolina Department of Transportation (SCDOT) – Annual Average Daily Traffic (AADT)

Figure 21: Annual Average Daily Traffic (AADT) Volumes 2015 and 2019



Source: South Carolina Department of Transportation (SCDOT) – Annual Average Daily Traffic (AADT)

Volume-to-Capacity Ratio (V/C)

The V/C ratio measures the level of congestion on a roadway by dividing the volume of traffic by the capacity of the roadway. The updated LCOG 2045 Travel Demand Model calculates an estimate of the 2045 V/C ratio based on anticipated socioeconomic changes in the future such as population, employment, and housing changes. Using 2045 no-build scenario (no development projects exist), all roadways within the Town will operate freely with no congestion consistently and suffice for the future traffic volumes over the next 23 years.

Safety

Although the Town has no congestion and low traffic volumes, it has experienced some traffic accidents. Collision data provided by the South Carolina Department of Public Safety from 2017 to 2021 indicate a decrease in the number of collisions within the Town (Table 22).

Approximately 270 collisions occurred in the same period. Of these, roughly 50% were a result of failing to yield to right of way (28%) and distracted/inattention (21.6%), with most collisions occurring at stop signs (21.3%) and stop and go lights (25.2%).

Additionally, the majority of these collisions occurred during daylight (79.8%). During this period only one fatality occurred. The majority of collisions (60.2%) within the town occurred along US 278 predominantly at intersections as illustrated in Figure 22.

Truck Freight

The efficient movement of freight and mitigating the potential negative impacts associated with it, such as safety and congestion, is vital for the Town’s economic growth. Figure 23 compares the total estimated and forecasted freight tonnage that travels to or through the Town for 2016, 2025, and 2040. These data are based on TranSearch, currently the most comprehensive US and cross-border freight database.

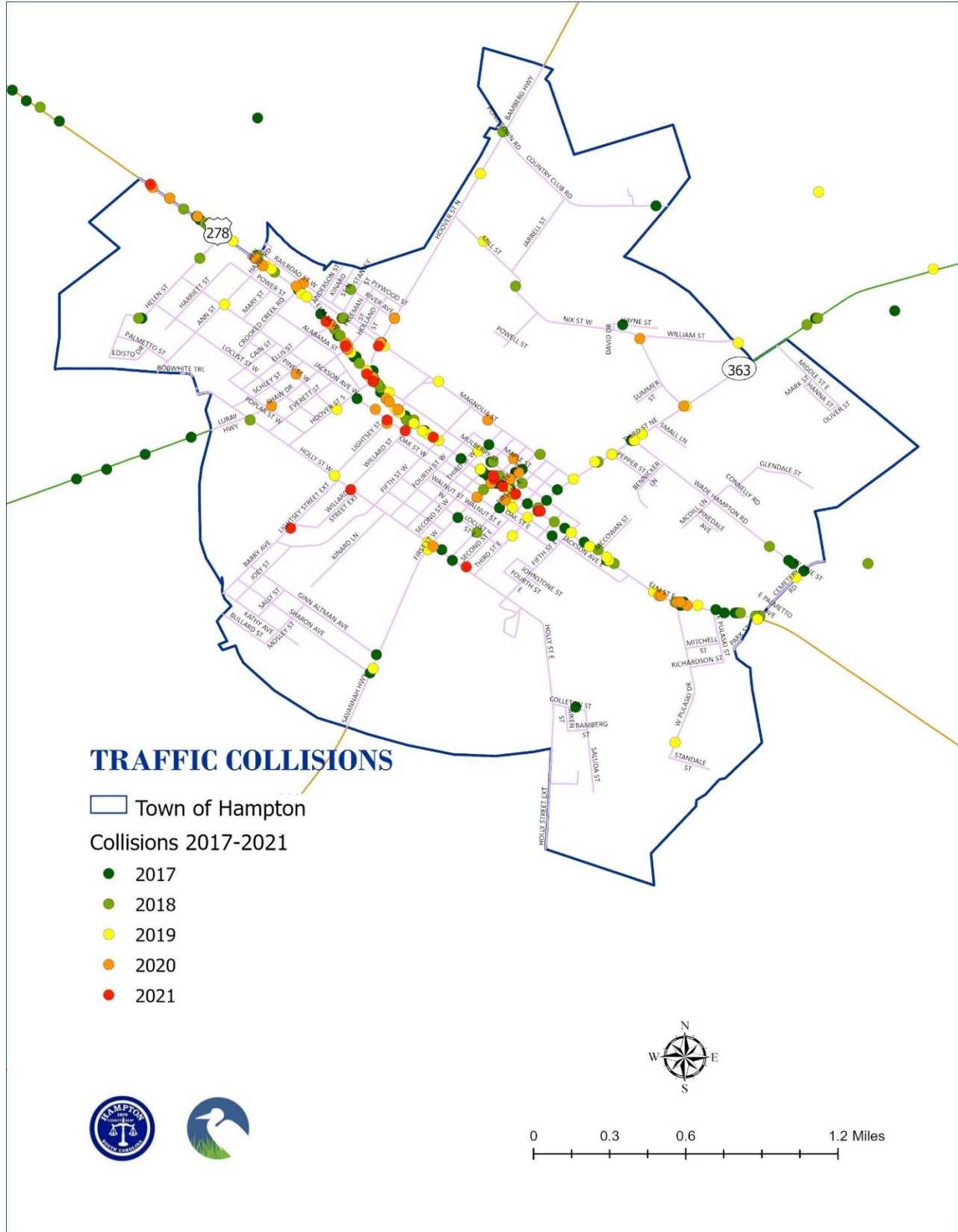
In 2016 alone there were more than half a million tons of truck freight moving within the Town limits. The forecasted truck freight for the Town area shows increases along several streets including US 278, SC 363, and US 601. While these roadways are not a part of the strategic freight network of the state, they do act as thoroughfare between the network as well as between larger cities. With the exception of US 601, freight tonnage is expected to increase roughly 20% to 45% between 2016 and 2025, and 40% to 82% between 2025 and 2040. The largest projected increases in freight tonnage are seen along the eastern portion of the Town’s boundaries.

Table 22: Traffic Collisions 2017-2021

Year	# of Collisions	# of Fatalities	# of Injuries	# of Possible Injuries
2017	83	0	38	35
2018	63	0	26	21
2019	62	1	43	34
2020	47	0	29	22
2021	18	0	8	7

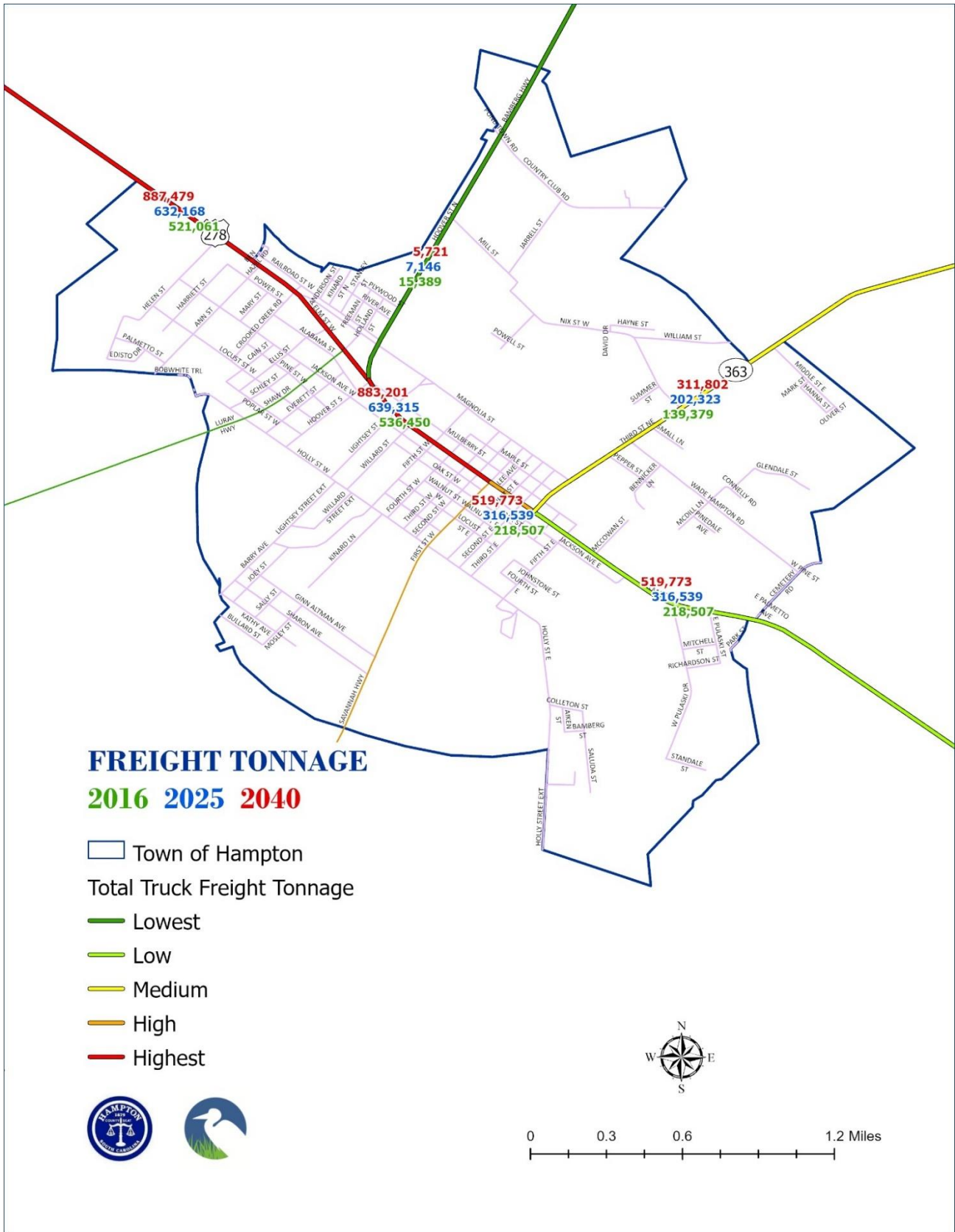
Source: SC Department of Public Safety (SCDPS)’s records

Figure 22: Traffic Collisions 2017-2021



Source: South Carlina Department of Public Safety (SCDPS)'s records

Figure 23: Total Estimated and Forecasted Freight Tonnage 2016, 2025, and 2040.

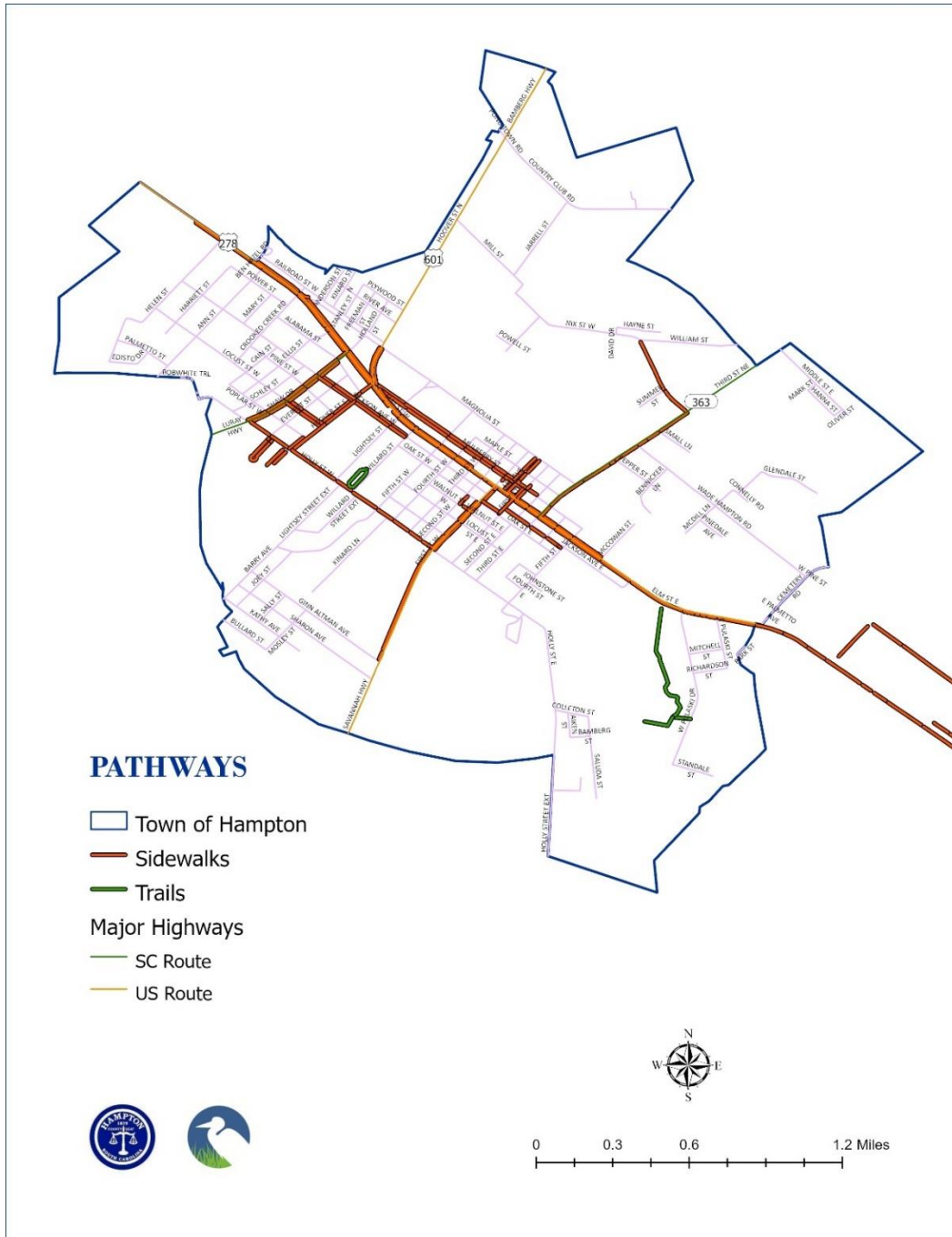


Source: Transearch

Pathways

As illustrated in Figure 24, the Town of Hampton has a robust network of sidewalks that allow pedestrians to be connected to the vast majority of commercial and residential activity centers. However, there are currently no bicycle facilities or multi-use pathways, limiting the mobility of those who are unable to drive and have no access to a vehicle. These issues need to be addressed to ensure the greatest access and connectivity of all the Town’s population.

Figure 24: Pathways 2016



Source: Google Earth

Rail

The CSX Railroad (a Class I railroad) and Hampton and Branchville Railroad (HB) (a short line) have tracks that run through the Town and contribute to the Town's development (Figure 25). The HB short line includes over 40 miles of well-maintained industrial rail that stretches from its connection to CSX rail line near the Town's center to neighboring Colleton County. The well positioned line provides access to the CSX rail line, in effect unlocking 20,000 miles of track, and access to 70 ports and nationwide transloading and warehousing services. It also provides a valuable opportunity for industrial and freight utilization.

The railroad lines are onsite for several Industrial zoned parcels that are available for sale and/or lease such as the roughly 770,000 square foot Nevamar-Hoover Street Industrial Building and the adjacent 13 Acre Mill Street Industrial Site.

However, while railroads are a valuable benefit, they come with challenges regarding land use planning to ensure that nearby uses are compatible and/or adequately buffered. Given the close nature of the railroad lines and the existing infrastructure, there are a number of at-grade railroad crossings that present a hazard. Currently, there are 13 at-grade railroad crossings within the Town.



In addition, Amtrak provides passenger rail service at its Yemassee station, located roughly 25 miles away from the Town. The station is served by the Palmetto and Silver Meteor trains of Amtrak's Silver Service which run from New York City to Miami. The rail line utilized by Amtrak is shared with the CSX and operates both passenger and freight trains through Yemassee.

Airport

The Town of Hampton is strategically located to access different county, regional, and international airports. The Hampton County airport, also known as 3JO, is county owned and located along the boundary of the neighboring Town of Varnville. The Airport facilities include terminals, hangars, maintenance facilities, and control towers. The Airport offers parking facilities, retail and dining services, access to local hotels, and transport options like rental cars, buses, and taxis. Regional airports which handle larger aircraft including small jets, can be found a half hour away in Allendale County and the City of Walterboro. In addition, international airports are located an hour away in Charleston, South Carolina, and Savannah, Georgia.

Due to the airport's close proximity to the town, it is anticipated that the dollars spent within the local community as a result of the airport will continue to increase.

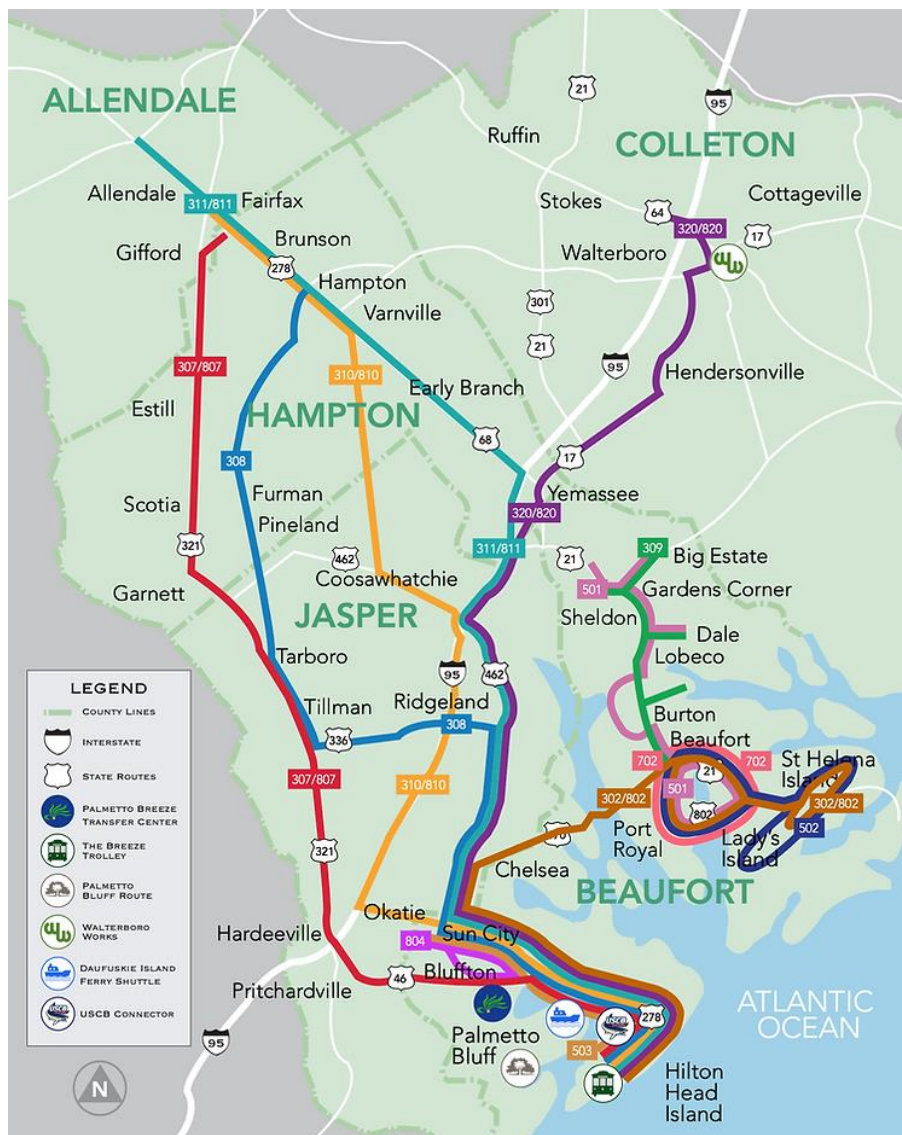
Public Transportation

The Lowcountry Regional Transit Authority (LRTA), known commonly as the Palmetto Breeze, is the primary public transportation provider for five counties in the Lowcountry of South Carolina, including Allendale, Beaufort, Colleton, Hampton, and Jasper Counties. Services provided by the LRTA include:

- 24 fixed route commuter lines (12 urban and 12 rural).
- Demand and response services in Beaufort County.
- Coordinated trips which serve specific destinations such as regional healthcare providers.

Figure 26 displays the two fixed bus routes with multiple stop locations that service the Town of Hampton, Route 308 and Route 310/810. These routes provide bus service from Allendale to Bluffton/HHI with connecting services to additional areas shown in the route map below. One-way fares from the Town of Hampton cost \$4 dollars and services are offered from 4:30am to 8:00pm Monday through Sunday. Demand for the 310/810 route seen above has seen a 74.3% percentage increase in annual ridership from 2015 to 2019.

Figure 26: Palmetto Breeze Routes 2022



Summary

The Town of Hampton roadway network is functioning at a reasonable level and is sufficient to serve local travel demand, except for truck freight moving within the Town limits. The volumes of truck freight are expected to increase along US 278, US 61, and SC 363 due to the potential manufacturing growth in the area. The Town should monitor the situation and address this issue with future ordinances and planning, particularly an improvement of the US 278 and US 61 intersection where most accidents occurred. The Town should also refer to the state's 2020-2024 Strategic Highway Safety Plan for guidance.

The Town sidewalks do connect to the majority of commercial areas within the town, but neighborhoods are mostly cut off from immediate, safe access to them. With the 2020 adoption of the SCDOT Complete Streets Policy, the town should further research and pursue pathways that allow for greater access, and connectivity when planning for future roadway projects. User base, age, and ability should be measured when considering the optimal type and location of potential pathways.

Limited options of transportation can significantly limit people's access to essential human services, job markets, and other economic opportunities. The only public transportation serving the Town is the Lowcountry Regional Transit Authority (LRTA), known as the Palmetto Breeze. Located in a primarily rural area with a widely dispersed population makes it more difficult for more public transportation options. Palmetto Breeze ridership counts should continue to be assessed and monitored to ensure that demand is being optimally met.

PRIORITY INVESTMENT

PRIORITY INVESTMENT

Introduction

This element analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years. The results are recommendations for needed public infrastructure and facilities such as water, sewer, roads, and schools, as well as the annual budgeting processes. Additionally, recommendations include projects and tasks identified in the other nine elements of this Plan.

Inventory of Existing Conditions

Revenues

The Town of Hampton's primary source of the revenue for capital projects are General Obligation Bonds (G.O. Bonds). G.O. Bonds are secured by the Town's projected future property tax revenue stream. The State of South Carolina limits the amount that local governments can borrow through G.O. Bonds to 8% of the assessed value of taxable property. To issue bonds in excess of the 8% limitation would require the Town to hold a referendum.

Grants also are a major source of capital improvement project funding. In fact, most local projects have been aided by matching grant assistance.

Currently, the Town's primary funding sources come from water and sewer fees, taxes from real estate and personal property, license and permit fees, service fees primarily from garbage and trash, and intergovernmental payments or shared revenues from the state, which include the Accommodations Tax, Local Option Sales tax, and State Merchants Inventory tax. Lesser amounts are received from fines and forfeitures, miscellaneous sources and grants.

Possible future revenue sources may include, but are not limited to:

- G.O. Bonds: Seek Additional funding from G.O. bonds by holding a referendum to exceed the State cap of 8% bonding capacity.
- Impact Fees: Impact fees have been used by a number of cities in South Carolina to offset the cost of infrastructure and public facility improvements necessitated by new development.
- Capital Projects Sales Tax: Pending a positive referendum, a 1% capital projects sales tax could be initiated.
- User Fees: Consider user fees for municipal services where appropriate or feasible.
- Funding: Seek additional funding through private, state, and federal grants, for example:
 - South Carolina Department of Parks, Recreation, and Tourism (SCPRT) offers a parks and recreation development fund (pard) for the development for new park and recreation trails or facilities, or an enhancement of existing facilities.
 - Federal Emergency Management Agency (FEMA) provides funds through the Building Resilient Infrastructure and Communities (BRIC) program for hazard mitigation projects, reducing the risks they face from disasters and natural hazards.

Expenditures

The Town does not maintain a long-range capital improvements program and budget. Most needed or projected capital improvements are planned through grant applications or through loans (bonds) if necessary.

An examination of how and where the Town spends its revenues reveals that the Police Department requires the largest share to conduct its operations. This represents a commitment by the Town to ensure the safety and security of its citizens. The Public Works department, which provides essential community facilities and services, also accounts for a large share of the annual budget. Other departments, Administration and Fire, consume relatively smaller shares.

Capital expenditures for recurring cost of replacing vehicles and equipment come from the budgets of each department, as do the cost of repairs and maintenance necessary to keep the departments operational.

Projected Revenues and Expenditures

Most of the growth may be expected to occur in increased municipal taxes, licenses and permit fees. Growth also may be expected from the collection of fines and forfeitures. Any increase in intergovernmental revenues will depend on the state and the condition of the state's economy. And barring an increase by the Town of its water and sewer rates, little growth may be expected from water and sewer charges.

Summary

The recommendation of those projects for public expenditure must be done through coordination with adjacent and relevant jurisdictions and agencies. These include Hampton County, local municipalities, public services districts, school districts, public and private utilities, transportation agencies, and other public entities that are affected by or have planning authority over the public project.



RESILIENCY

RESILIENCY

Introduction

In 2020, the South Carolina General Assembly passed the *Disaster Relief and Resilience Act* to support the disaster recovery efforts and to require local comprehensive plans to include a resilience element. This element considers the impacts of flooding, high water, and natural hazards on individuals, communities, institutions, business, economic development, public infrastructure and facilities, and public health safety and welfare. This element includes an inventory of existing resiliency conditions, promotes resilient planning, design and development, and is coordinated with adjacent and relevant jurisdictions and agencies.

Inventory of Existing Conditions

Hazards Identification and Extent

As shown in Table 23, the Town of Hampton was exposed to multiple natural hazards in the past decades including tornado, hurricane, windstorm, lightning, hail, drought, flood, winter storm, and extreme heat.

Table 23: Summary of Historical and Recent Events 2012-2019

Hazards	Total Number	Years in Data Record	Annualized Count	Recurrence Frequency (in years)	Future Probability (% chance/year)	Total Number 2012-2019
Tornado	3	33	0.1	11.00	9%	0
Hurricane	28	32	0.9	1.14	88%	8
Windstorm	41	24	1.7	0.59	171%	15
Lightning	19,914	21	900.7	0.00	90,067%	21,509
Hail	12	31	0.4	2.58	39%	0
Drought	406	20	20.3	0.05	2,030%	133
Earthquake	n/a	n/a	n/a	n/a	n/a	n/a
Wildfire	n/a	n/a	n/a	n/a	n/a	n/a
Flood	2	24	0.1	12.00	8%	2
Winter Storm	7	24	0.3	3.4	29%	3
Coastal Erosion	n/a	n/a	n/a	n/a	n/a	n/a
Extreme Heat	5	24	0.2	4.80	21%	0

Source: University of South Carolina’s Hazards and Vulnerability Research Institute (HVRI)

To understand natural hazards that affect the Town, a summary of vulnerability to each hazard, loss information, and its past and future occurrences is provided in Tables 24.

Table 24: Overall Vulnerability to Hazards and Loss Information 2012-2019

Hazards	Vulnerability to Hazards
Tornado	A low likelihood for experiencing tornadoes. Between 2012 and 2019, there was no tornado event.
Hurricane	Relatively high with an 88% chance of hurricane occurrence. Between 2012 and 2019, there were 8 hurricane events, with no financial losses, and no injuries or deaths.
Windstorm	Between 2012-2019, there were 15 windstorm events, which caused \$34,000 in financial losses, and no injuries or deaths. A chance of windstorm occurrence is also high with 171%.
Lightning	A chance of lightning events is very high. Between 2012 and 2019, there were 21,509 lightning events, which caused no financial losses, and no injuries or deaths.
Hail	A relatively low likelihood for experiencing hailstorms. There were no hailstorm events between 2012-2019.
Drought	Relatively high with a 2,030% chance of occurrence. Between 2012 and 2019, there were 133 drought events, which caused no financial losses, and no injuries or deaths.
Earthquake	Historically and recently, it was a low probability events and rarely felt.
Wildfire	No incidents in the area between 2012-2019.
Flood	Low with a 33% chance of occurrence. Between 2012 and 2019, there were 2 flooding, which caused \$7,545 financial losses, and no injuries or deaths.
Winter Storm	A low likelihood for experiencing winter storms, with a 29% chance of occurrence. Between 2012 and 2019, there were 3 winter storm events, which caused no financial losses, and no injuries or deaths.
Extreme Heat	A low likelihood for experiencing extreme heat, with a 21% chance of occurrence. Between 2012 and 2019, there were no extreme heat events.

Source: University of South Carolina’s Hazards and Vulnerability Research Institute (HVRI) and National Oceanic and Atmospheric Administration (NOAA)

Below are some examples of natural hazard events occurred since the previous plan.

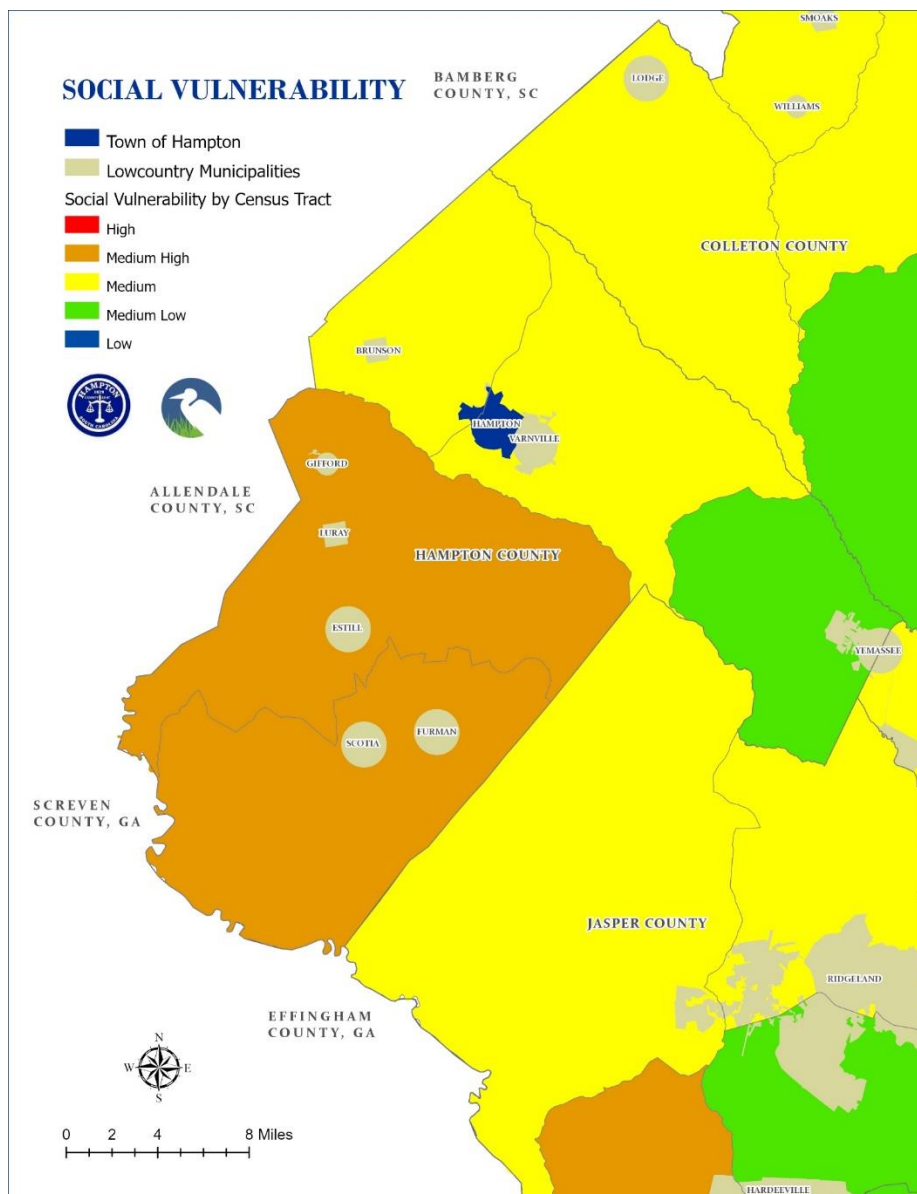
- August 13, 2011: Quarter size hail were reported in the Town limits.
- July 1, 2012: A 12 by 20-foot shed was blown down by a thunderstorm wind in the northwest of the Town.
- August 19, 2013: Numerous showers and thunderstorms developed and created flash flooding. The event caused the closing of portions of US 278, several side streets off of US 278 including Willard, 3rd, 5th, and Holly. Also, SC 363 and Wade Hampton Road were closed as well as US 601 and Magnolia. No damage was reported.
- February 12, 2014: Storm total ice accumulations ranged from one quarter to one half of an inch. The highest amounts were reported in and around the Town.
- June 28, 2016: Caused by a strong wind, a tree down near the intersection of First Street East and Holly Street East was reported.
- April 3, 2017: Damaging straight-line winds caused a tree down near the corner of Jackson Street and Waters View Road.
- January 3, 2018: Storm with total snowfall of two inches across the town with no damage reported.
- May 25, 2019: The Town experienced the drought. The USDA reported significant impacts from the drought on farms in Hampton County.

Social Vulnerability and Community Capability

Social Vulnerability considers the social, economic, demographic, and housing characteristics of a community that influence its ability to prepare for, respond to, cope with, recover from, and adapt to natural hazards. As illustrated in Figure 27, there are five classes of vulnerable communities, indicating an uneven capacity for preparedness and response to reduce the pre-existing vulnerability. When confronted by natural hazards, the Town of Hampton’s communities can moderately mitigate the situation.

According to the *2020 Lowcountry Natural Hazard Mitigation Plan*, determining social vulnerability involves several indicators including socioeconomic status, gender, race and ethnicity, age, employment loss, residential property, renters, occupation, family structure, education, medical services and access, social dependence, and special-needs population.

Figure 27: Social Vulnerability by Census Tract 2018



Source: University of South Carolina’s Hazards and Vulnerability Research Institute (HVRI)

Hazard Mitigation Actions

The Town has several existing measures in place concerning community resilience, including the Comprehensive Plan, a Zoning Ordinance, a Flood Prevention Ordinance, and participation in the National Flood Insurance Program (NFIP). Most importantly, the Town recently adopted the “2020 Lowcountry Natural Hazard Mitigation Plan” on July 20, 2020, effective to June 27, 2026.

The Town of Hampton has mitigations in place to prepare for and respond to the hazard threats including:

- Survey of tree cover to ensure decreased vulnerability and damage and make improvements as needed.
- Use of National Oceanic and Atmospheric Administration (NOAA) weather radios for warnings, watches, forecasts, current weather observations, and other hazard information, 24 hours a day.
- Conducting targeted hazard mitigation educational programs in areas with known socially vulnerable populations i.e., elderly, low-income, minority. It aims to provide knowledge among them to take actions to reduce their vulnerability to natural disasters.
- Creation of small area plans for stormwater drainage and housing in neighborhoods and watersheds with high vulnerabilities. These plans will ensure a functional drainage system, reduce the effects of development, and help minimize damage to public and private properties.

Summary

The Town of Hampton is overall moderately vulnerable to a wide range of natural hazards. The Town has departments with some relative functions in place to respond to and mitigate natural hazard events including the Fire Department, the Police Department, and the Public Works Department. In case of major natural disasters, the Town can work closely with Hampton County or other agencies in preparedness and mitigation.

The resiliency element focuses on the impacts of natural hazards to all societal elements including, but not limited to, personal injury and loss of life, property damage, business closures or production interruption, and dangerous road conditions. Therefore, resiliency concerns must be incorporated into all other elements in this Plan.

It is critical for the Town to plan for community resiliency in regard to not only natural hazard mitigation, but also socio-economic development in order to maintain and enhance the functions of the community.

The Town should continue to participate in the update of the regional hazard mitigation plan and National Flood Insurance Program (NFIP).

APPENDICES

APPENDICES

Appendix I: Meeting Notes

Date	Meetings	Notes
June 8, 2021	Planning Commission Kickoff/Advisory Meeting #1	<ul style="list-style-type: none"> • LCOG staff presented an overview of the Comprehensive Plan and importance of the Plan to the Town’s future. • LCOG explained the project timeline and tasks. The project started in May 2021 and would be complete by February 2021. • To engage community, a survey would be developed, and a community workshop would be held.
October 12, 2021	Planning Commission Advisory Meeting #2	<ul style="list-style-type: none"> • LCOG staff presented the survey results and discussed detail on the community workshop (date, plan, and materials). • Planning Commissioners were given “homework” assignment that entailed an update of action items from the 2010 Comprehensive Plan. • Planning Commissioners noted that the black respondents were low and would like to increase the number. Planning Commissioners would reach out to church groups to help distribute the survey. The online survey would remain open. • Planning Commissioners approved the community workshop to be held on October 19, 2021, between 5:30 p.m. to 6:30 p.m. at Town Hall.
October 19, 2021	Community Meeting/Workshop	<ul style="list-style-type: none"> • Planning Commission and LCOG hosted a community workshop featuring proposed vision, survey results, and land use map.
February 8, 2022	Planning Commission Advisory Meeting #3	<ul style="list-style-type: none"> • LCOG staff presented the draft Comprehensive Plan 2022-2032 including highlights of the plan, vision statement and goals. • LCOG presented draft instruments for Planning Commission transmission and Council adoption.

Appendix II: Survey and Its Distribution

Paper-based Survey

**TOWN OF HAMPTON COMPREHENSIVE PLAN 2021
COMMUNITY SURVEY**

The Town of Hampton is updating the Comprehensive Plan and we need your input! A comprehensive plan is a blueprint for the Town’s future vision for the next 10 years.

Please take a few minutes and complete the Community Survey below by **September 30, 2021**. Your responses will be kept anonymous. If you have any questions, please contact Maleena Parkey, PhD, Principal Planner, Lowcountry Council of Governments at mparkey@lowcountrycog.org.

Copies of the survey are also available at Town Hall, Town of Hampton.

Please indicate your selection or provide a brief response to the questions below.

1. What is your age?
 - Under 18
 - 18-24
 - 25-34
 - 45-54
 - 55-64
 - 65 or older
 - Prefer not to answer

2. What is your race or ethnicity?
 - Black or African American
 - White
 - Some other race
 - Hispanic or Latino (of any race)
 - Prefer not to answer

3. Do you live, work or frequently visit the Town of Hampton?
 - Resident of the Town of Hampton
 - Work in the Town of Hampton but live elsewhere
 - Frequent visitor to the Town of Hampton but live and work elsewhere.
 - Other (Please specify)

4. Please choose **three** most influential factors in your decision to live in the Town of Hampton (skip this question if you do not live in the Town of Hampton).
 - Proximity to work
 - Affordable housing
 - Hometown/where you grew up
 - Place to retire
 - Cost of living
 - Safety and security
 - Rural character
 - Family
 - Other (Please specify)

5. Please tell us how important you think each item is for the Town of Hampton.

	Not at all Important	Not Important	Neutral	Important	Very Important
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local businesses/restaurants	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Educational opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Appearance of the community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community or cultural activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Preserving agricultural land	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire/EMS service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sidewalks and bicycle lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water, sewer, and garbage collection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. Please choose **three** housing-related issues that you feel are important for the Town of Hampton.

- Limited supply of houses
- Lack of housing for older residents
- Lack of rental housing
- Houses that are vacant, unmaintained, or overgrown
- Unaffordable housing
- Apartment buildings
- No housing-related issues
- Other (Please specify)

7. Please choose **three** transportation improvements that would most benefit the Town of Hampton.

- Road improvement
- Sidewalks/bicycle lanes improvement
- Public bus service
- Road safety improvement
- Pedestrian safety improvement
- No transportation improvements needed
- Other (Please specify)

8. Please choose **three** environmental concerns in the Town of Hampton.

- Flooding
- Water pollution
- Air pollution
- Noise
- Not enough parks/recreation/green space
- Neglected buildings/houses
- Litter
- No environmental concerns
- Other (Please specify)

9. Please choose **three** businesses that you would like to see operating in the Town of Hampton.
- Retail stores and shops
 - Restaurants
 - Grocery stores
 - Industrial/manufacturing businesses
 - Health care
 - Offices
 - Service-oriented businesses (auto mechanic, laundry/dry cleaners, etc.)
 - Other (Please specify)

10. Please choose **one** statement that best represents your vision for the Town of Hampton over the next ten years.

- A **rural** community, with mostly homes, farmland, and open areas.
- A **small-town** community, with mostly homes, some small stores or restaurants in the center of town, and a place where people can gather.
- A **developing** community, with a variety of housing types, some brand-name retail stores and restaurants, some businesses, and more town services.

11. Please tell us **one** thing the Town of Hampton could do to improve your quality of life.

.....

12. Please provide any other comments, questions, or concerns you have about the Town of Hampton.

.....

13. Please leave your email here to receive additional information relating to Comprehensive Plan.

.....

Thank you for your participation!

Online-base Survey via Survey Monkey

Town of Hampton Comprehensive Plan 2021 Community Survey




The Town of Hampton is updating the Comprehensive Plan and we need your input! A comprehensive plan is a blueprint for the Town's future vision for the next 10 years.

Please take a few minutes and complete the Community Survey below by **September 30, 2021**. Your responses will be kept anonymous. If you have any questions, please contact Maleena Parkey, PhD, Principal Planner, Lowcountry Council of Governments at mparkey@lowcountrycog.org or (843) 473-3987.

Copies of the survey are also available at Town Hall, Town of Hampton.



Next

Powered by
 SurveyMonkey
See how easy it is to [create a survey](#).

TOWN OF HAMPTON COMMUNITY SURVEY

WE NEED YOUR INPUT!

The Town of Hampton is updating the **Comprehensive Plan**, a blueprint for the Town's future vision for the next 10 years.

Please take a few minutes and complete the Community Survey.



OPEN UNTIL SEPTEMBER 30, 2021

Copies of the survey are also available
at Town Hall.



For any questions, please contact the Lowcountry Council of Governments at mparkey@lowcountrycog.org or 864-473-3987.

LCOG Newsletter

2021 TOWN OF HAMPTON COMPREHENSIVE PLAN COMMUNITY SURVEY



TOWN OF HAMPTON COMMUNITY SURVEY

WE NEED YOUR INPUT!

The Town of Hampton is updating the Comprehensive Plan, a blueprint for the Town's future vision for the next 10 years. Please take a few minutes and complete the Community Survey.



OPEN UNTIL SEPTEMBER 30, 2021
Copies of the survey are also available at Town Hall.



For any questions, please contact the Lowcountry Council of Governments at mparkey@lowcountrycog.org or 843-473-3987.

The Lowcountry Council of Governments is seeking Town of Hampton citizens' input as part of the Town of Hampton Comprehensive Plan update. Your input will help guide the town's vision going forward for the next 10 years. Please take a few minutes and complete the survey before September 30, 2021. The survey can be found [here](#).


For any questions, please contact Lowcountry Council of Governments Senior Planner, **Dr. Maleena Parkey** at **843-473-3987**.

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The Lowcountry Council of Governments is seeking Town of Hampton citizens' input as part of the Town of Hampton Comprehensive Plan update. Your input will help guide the town's vision going forward for the next 10 years. Please take a few minutes and complete the survey before September 30, 2021.


Survey: <https://lnkd.in/dMCC2Ae>

For any questions, please contact Lowcountry Council of Governments Senior Planner, Dr. Maleena Parkey at 843-473-3987.



Town of Hampton Comprehensive Plan 2021 Community Survey
 surveymonkey.com • 1 min read


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Lowcountry Council of Governments

July 12 · 🌐

The Lowcountry Council of Governments is seeking Town of Hampton citizens' input as part of the Town of Hampton Comprehensive Plan update. Your input will help guide the town's vision going forward for the next 10 years. Please take a few minutes and complete the survey before September 30, 2021.

Survey:
<https://www.surveymonkey.com/r/TownofHamptonCommunitySurvey>.

For any questions, please contact Lowcountry Council of Governments Senior Planner, Dr. Maleena Parkey at 843-473-3987.

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TOWN OF HAMPTON COMMUNITY SURVEY



WE NEED YOUR INPUT!



The Town of Hampton is updating the Comprehensive Plan, a blueprint for the Town's future vision for the next 10 years. Please take a few minutes and complete the Community Survey.



OPEN UNTIL SEPTEMBER 30, 2021

Copies of the survey are also available at Town Hall.

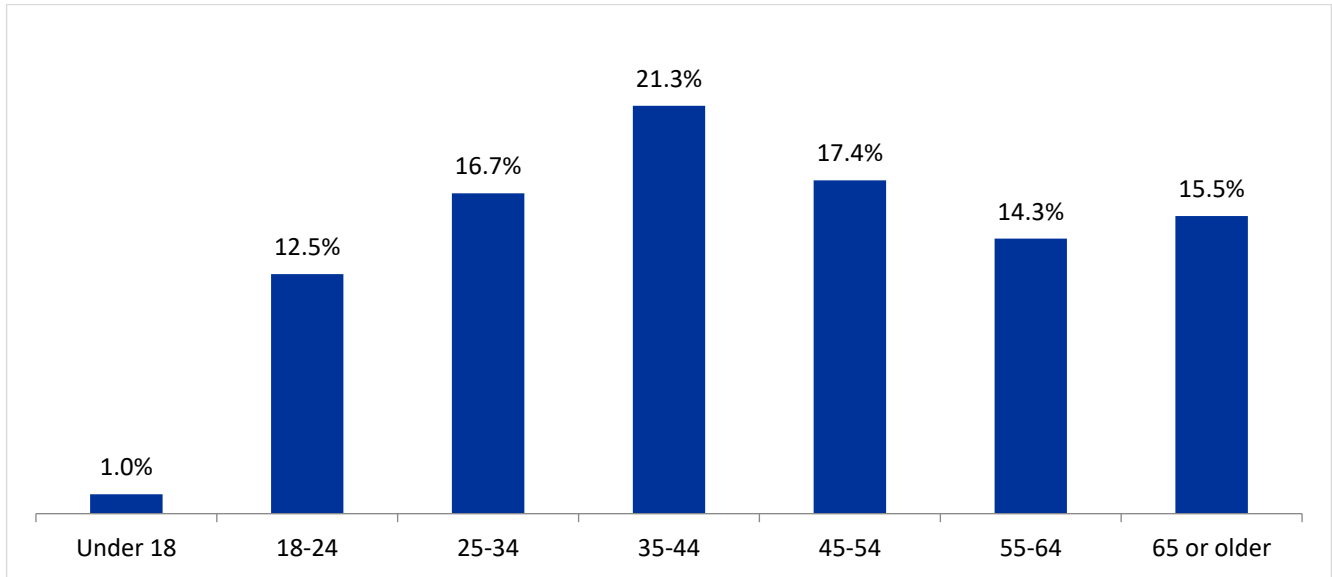
For any questions, please contact the Lowcountry Council of Governments at mparkey@lowcountrycog.org or 844-473-3987.

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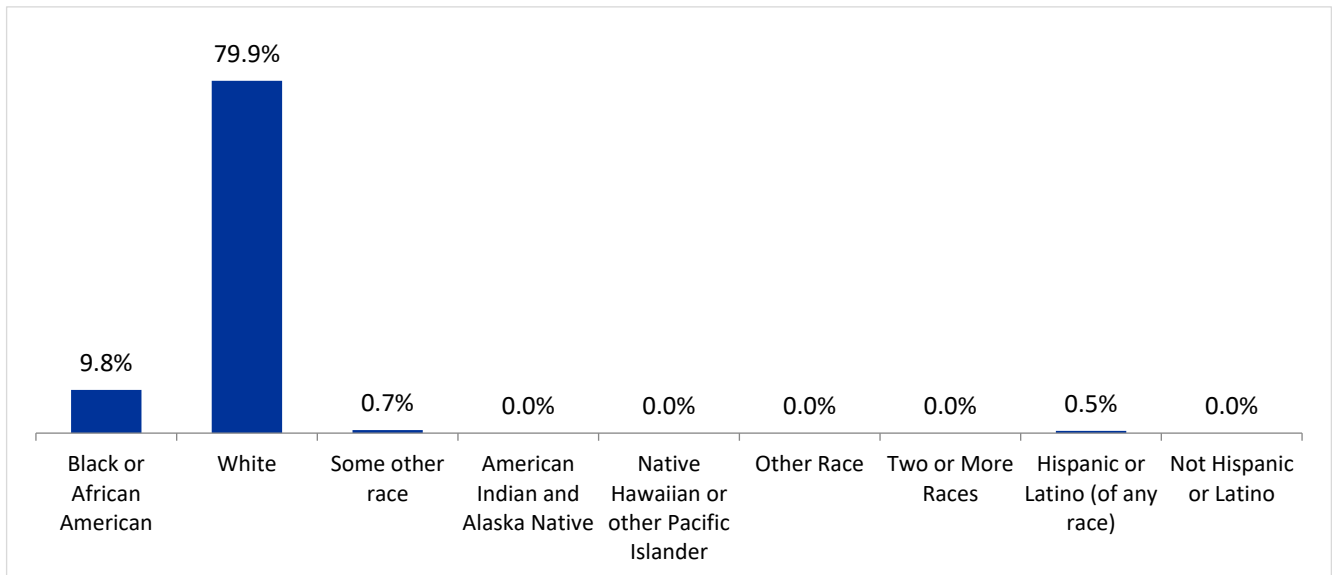
Appendix III: Survey Results

As of October 25, 2021, 593 survey responses were collected over a period of three months. The results are shown below.

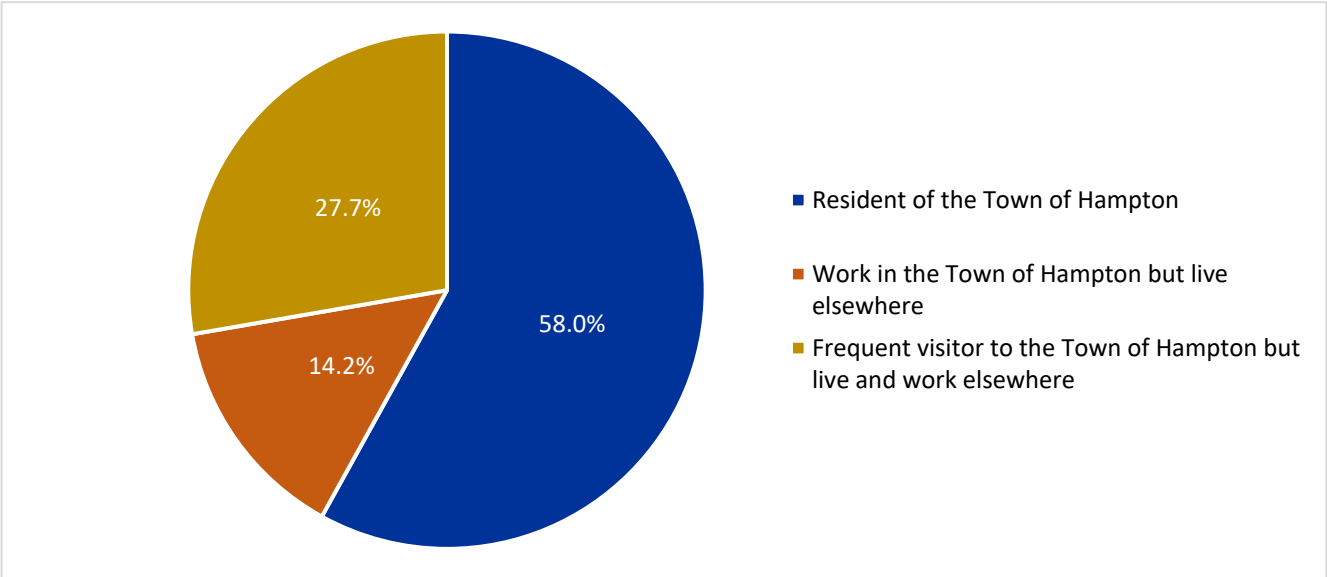
Question 1: What is your age?



Question 2: What is your race or ethnicity?

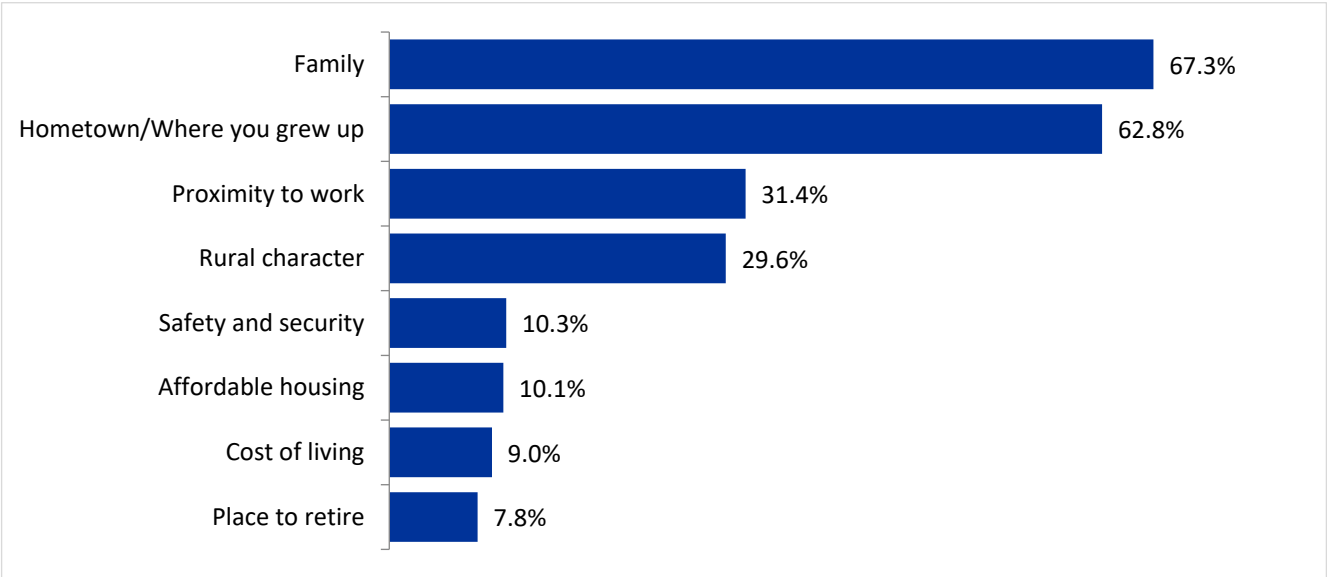


Question 3: Do you live, work, or frequently visit the Town of Hampton?



Question 4: Please choose three most influential factors in your decision to live in the Town of Hampton (skip this question if you do not live in the Town of Hampton).

“Other” includes, for example, school district, friendly community.

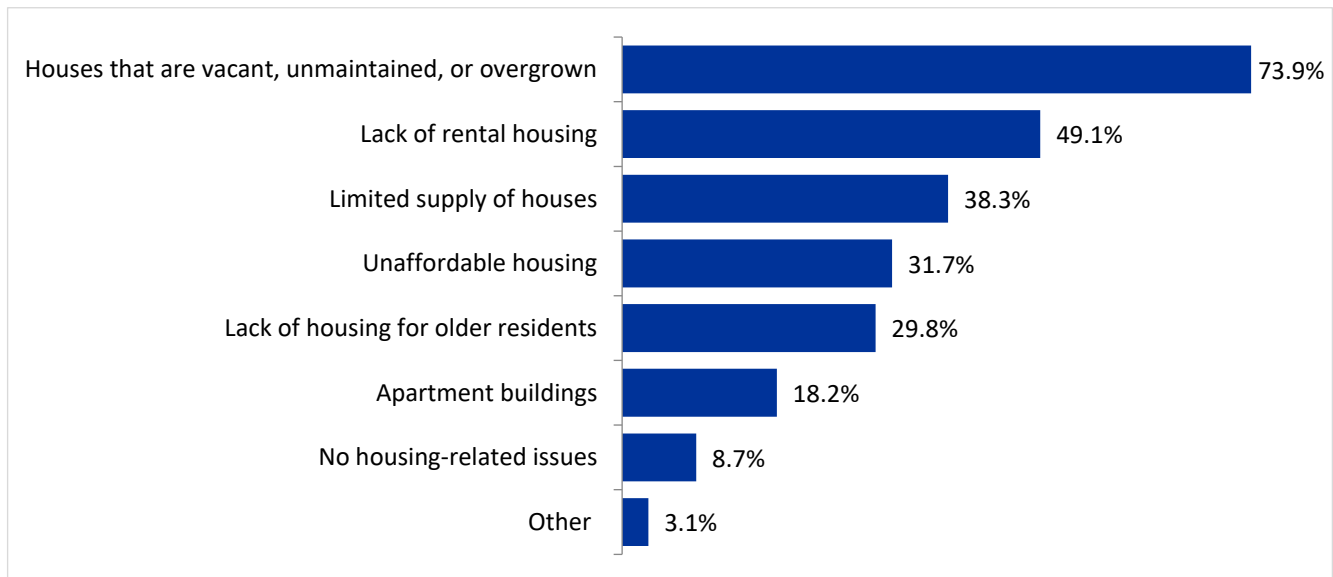


Question 5: Please tell us how important you think each item is for the Town of Hampton.

	Not at all Important	Not Important	Neutral	Important	Very Important	Average Scores
Educational opportunities	0.6%	0.8%	1.5%	17.9%	79.3%	4.75
Fire/EMS service	0.2%	0.2%	3.2%	20.4%	76.1%	4.72
Local businesses	0.8%	1.1%	2.2%	18.3%	77.6%	4.71
Police service	0.4%	0.9%	6.5%	17.9%	74.2%	4.65
Parks and recreation	0.9%	1.3%	5.6%	26.5%	65.6%	4.55
Appearance of the community	0.8%	2.1%	6.7%	33.3%	57.2%	4.44
Community or cultural activities	0.9%	1.3%	11.4%	34.4%	52.0%	4.35
Water, sewer, and garbage collection	0.4%	1.7%	13.8%	36.8%	47.3%	4.29
Housing	0.8%	2.1%	14.4%	36.5%	46.4%	4.26
Traffic safety	0.6%	3.0%	14.4%	37.0%	45.1%	4.23
Preserving agricultural land	1.3%	2.8%	17.8%	33.8%	44.3%	4.17
Sidewalks and bicycle lanes	2.2%	7.5%	29.2%	34.0%	27.1%	3.76
Bus service	6.7%	12.5%	33.5%	26.9%	20.4%	3.42

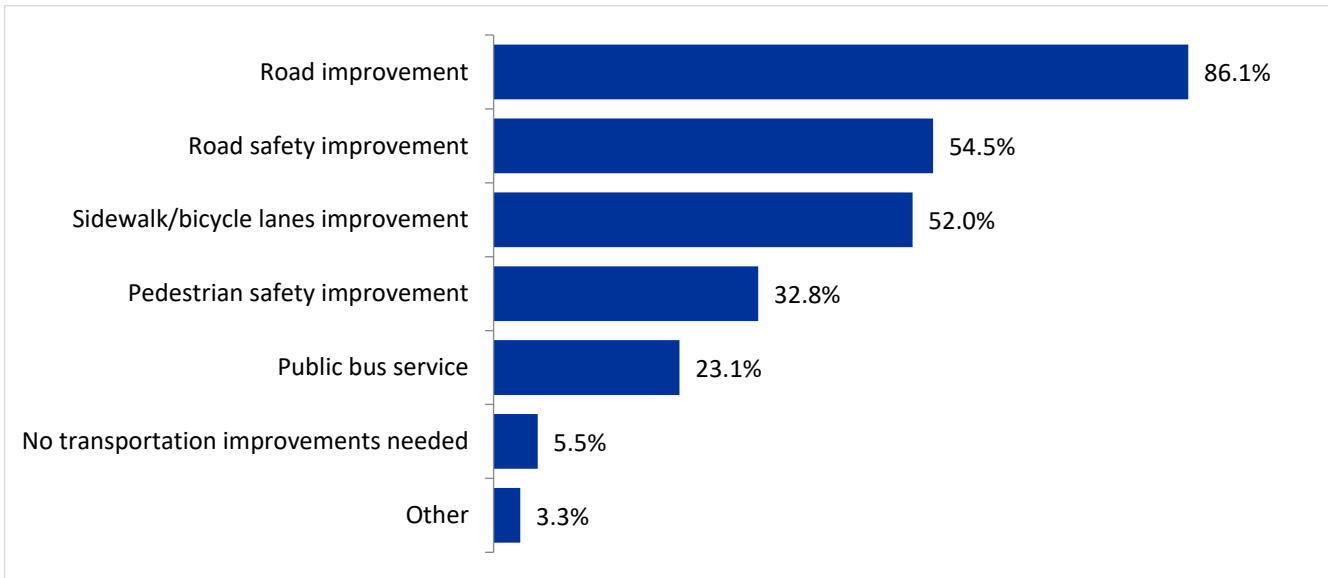
Question 6: Please choose three housing-related issues that you feel are important for the Town of Hampton.

“Other” includes, for example, high taxes, assistance/resources with Heirs property homes, Lack of decent livable housing for older residents.



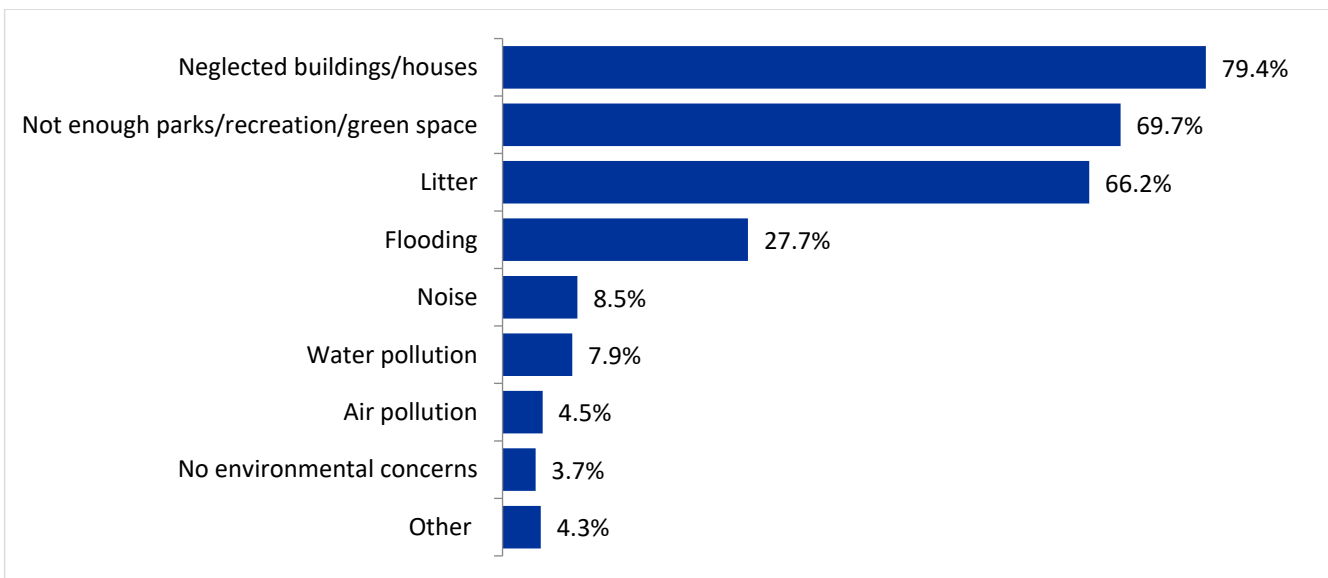
Question 7: Please choose three transportation improvements that would most benefit the Town of Hampton.

“Other” includes, for example, fixing potholes, motorcycle/scooter safety signage, safe affordable rail service to metropolitan areas.



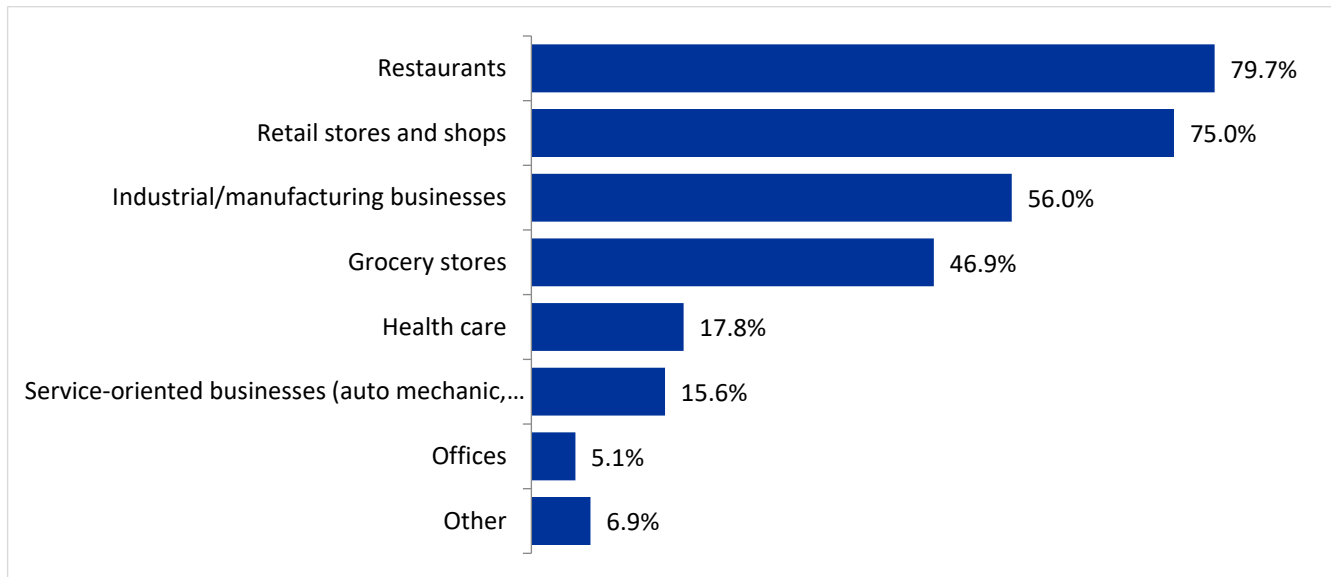
Question 8: Please choose three environmental concerns in the Town of Hampton.

“Other” includes, for example, farmland protection, chemical land contamination at the old Westinghouse site, lack of front yard vegetation and junk zoning, timely debris pick-up.

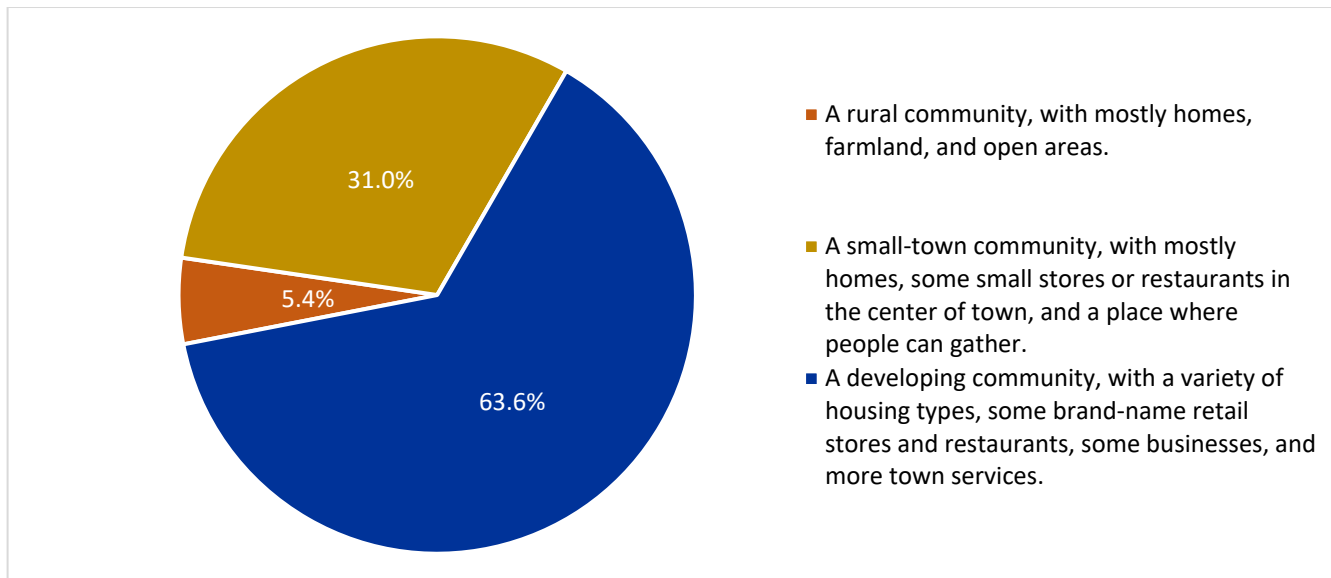


Question 9: Please choose three businesses that you would like to see operating in the Town of Hampton.

“Other” includes, for example, beauty and barber school, recreation facilities, pharmacy, entertainment.



Question 10: Please choose one statement that best represents your vision for the Town of Hampton over the next ten years.



Question 11: Please tell us one thing the Town of Hampton could do to improve your quality of life.

Question 12: Please provide any other comments, questions, or concerns you have about the Town of Hampton.

Combining questions 11 and 12, below is a visual representation of communities' opinions and comments. The larger the word, the more frequently it appears their opinions and comments



Appendix IV: School Performance

School	State Goal's Criteria	Performance Measurement					Overall Rating	
		Baseline		Targets	Current			
		2017	2020	2026	2035	2019		
Primary School	Ben Hazel	Percent scoring level 2 or above - English/ELA - All Students	74.2%	79.5%	82.1%	90.0%	73.2%	Not Rated
		Percent scoring level 2 or above - Math - All Students	75.8%	79.5%	82.1%	90.0%	73.3%	
		Percent scoring level 3 or above - English/ELA - All Students	43.2%	47.7%	56.6%	70.0%	49.5%	
		Percent scoring level 3 or above - Math - All Students	46.0%	50.0%	58.0%	70.0%	48.9%	
		Percent of Students Graduating On-Time* (All Students)	82.6%	83.8%	86.3%	90.0%	81.1%	
		Percent of EL Students meeting 70% proficiency target	31.0%	37.4%	50.2%	70.0%	49.8%	
Elementary School	Brunson	Percent scoring level 2 or above - English/ELA - All Students	74.2%	79.5%	82.1%	90.0%	73.2%	Good
		Percent scoring level 2 or above - Math - All Students	75.8%	79.5%	82.1%	90.0%	73.3%	
		Percent scoring level 3 or above - English/ELA - All Students	43.2%	47.7%	56.6%	70.0%	49.5%	
		Percent scoring level 3 or above - Math - All Students	46.0%	50.0%	58.0%	70.0%	48.9%	
		Percent of Students Graduating On-Time* (All Students)	82.6%	83.8%	86.3%	90.0%	81.1%	
		Percent of EL Students meeting 70% proficiency target	31.0%	37.4%	50.2%	70.0%	49.8%	
	Fennell	Percent scoring level 2 or above - English/ELA - All Students	74.2%	79.5%	82.1%	90.0%	73.2%	Good
		Percent scoring level 2 or above - Math - All Students	75.8%	79.5%	82.1%	90.0%	73.3%	
		Percent scoring level 3 or above - English/ELA - All Students	43.2%	47.7%	56.6%	70.0%	49.5%	
		Percent scoring level 3 or above - Math - All Students	46.0%	50.0%	58.0%	70.0%	48.9%	
		Percent of Students Graduating On-Time* (All Students)	82.6%	83.8%	86.3%	90.0%	81.1%	
		Percent of EL Students meeting 70% proficiency target	31.0%	37.4%	50.2%	70.0%	49.8%	
	Hampton	Percent scoring level 2 or above - English/ELA - All Students	74.2%	79.5%	82.1%	90.0%	73.2%	Average
		Percent scoring level 2 or above - Math - All Students	75.8%	79.5%	82.1%	90.0%	73.3%	
		Percent scoring level 3 or above - English/ELA - All Students	43.2%	47.7%	56.6%	70.0%	49.5%	
		Percent scoring level 3 or above - Math - All Students	46.0%	50.0%	58.0%	70.0%	48.9%	
		Percent of Students Graduating On-Time* (All Students)	82.6%	83.8%	86.3%	90.0%	81.1%	
		Percent of EL Students meeting 70% proficiency target	31.0%	37.4%	50.2%	70.0%	49.8%	
Varnville	Percent scoring level 2 or above - English/ELA - All Students	74.2%	79.5%	82.1%	90.0%	73.2%	Not Rated	
	Percent scoring level 2 or above - Math - All Students	75.8%	79.5%	82.1%	90.0%	73.3%		
	Percent scoring level 3 or above - English/ELA - All Students	43.2%	47.7%	56.6%	70.0%	49.5%		
	Percent scoring level 3 or above - Math - All Students	46.0%	50.0%	58.0%	70.0%	48.9%		
	Percent of Students Graduating On-Time* (All Students)	82.6%	83.8%	86.3%	90.0%	81.1%		
	Percent of EL Students meeting 70% proficiency target	31.0%	37.4%	50.2%	70.0%	49.8%		

School	State Goal's Criteria	Performance Measurement					Overall Rating	
		Baseline		Targets	Current			
		2017	2020	2026	2035	2019		
Middle School	North District	Percent scoring level 2 or above - English/ELA - All Students	74.2%	79.5%	82.1%	90.0%	73.2%	Excellent
		Percent scoring level 2 or above - Math - All Students	75.8%	79.5%	82.1%	90.0%	73.3%	
		Percent scoring level 3 or above - English/ELA - All Students	43.2%	47.7%	56.6%	70.0%	49.5%	
		Percent scoring level 3 or above - Math - All Students	46.0%	50.0%	58.0%	70.0%	48.9%	
		Percent of Students Graduating On-Time* (All Students)	82.6%	83.8%	86.3%	90.0%	81.1%	
		Percent of EL Students meeting 70% proficiency target	31.0%	37.4%	50.2%	70.0%	49.8%	
High School	Wade Hampton	Percent scoring level 2 or above - English/ELA - All Students	74.2%	79.5%	82.1%	90.0%	73.2%	Good
		Percent scoring level 2 or above - Math - All Students	75.8%	79.5%	82.1%	90.0%	73.3%	
		Percent scoring level 3 or above - English/ELA - All Students	43.2%	47.7%	56.6%	70.0%	49.5%	
		Percent scoring level 3 or above - Math - All Students	46.0%	50.0%	58.0%	70.0%	48.9%	
		Percent of Students Graduating On-Time* (All Students)	82.6%	83.8%	86.3%	90.0%	81.1%	
		Percent of EL Students meeting 70% proficiency target	31.0%	37.4%	50.2%	70.0%	49.8%	

Source: South Carolina School Report Cards

Appendix V: SCDOT Functional Classification System

According to the South Carolina Department of Transportation (SCDOT) Roadway Design Manual 2021, the functional classification system provides the guidelines for determining the geometric design of individual highways and streets. Once the function of the highway facility is defined, the designer can select an appropriate design speed, roadway width, roadside safety elements, amenities and other design values. There are three general categories within the functional classification system—arterials, collectors, and local roads and streets. The following sections provide brief definitions for these categories.

1. **Arterials:** Arterial highways are characterized by a capacity to quickly move relatively large volumes of traffic, but are often impacted by their service to abutting properties. The arterial functional class is subdivided into principal and minor categories for rural and urban areas:
 - 1.1 **Principal Arterials:** In both rural and urban areas, the principal arterials provide the highest traffic volumes and the greatest trip lengths. The designer should review the project scope of work and planning documents to determine which of the following principal arterials should be used in the design and identify its corresponding criteria:
 - a. *Freeways/Interstates:* The freeway/interstate is the highest level of principal arterial. These facilities are characterized by full control of access, high design speeds and a high level of driver comfort and safety. For these reasons, freeways are considered a special type of highway within the functional classification system, and separate design criteria have been developed for them.
 - b. *Urban/Rural Arterials:* These facilities are usually two or four lanes with or without a median. Partial control of access is desirable along these facilities. A high level of geometric design is desirable to move the high traffic volumes quickly and efficiently through an area.
 - 1.2 **Minor Arterials:** In rural areas, minor arterials will provide a mix of interstate and intercounty travel service. In urban areas, minor arterials may carry local bus routes and provide intercounty connections, but they will not, for example, penetrate neighborhoods. When compared to the principal arterial system, the minor arterials provide lower travel speeds, accommodate shorter trips and distances and lower traffic volumes, but provide more access to property.
2. **Collectors:** Collector routes are characterized by a roughly even distribution of their access and mobility functions. Traffic volumes and speeds will typically be somewhat lower than those of arterials. The function of rural collector roads is to serve intra-county travel needs and collect traffic flow from the rural local roads to the rural arterials and to distribute traffic flow from arterials back to the local roads.

In rural areas, the collectors provide the following functions:

- Provide access to adjacent land uses.
- Carry traffic into areas with sparse development.
- Serve larger towns and significant traffic generators (e.g., shipping ports, mining areas) that are not served by an arterial or freeway.
- Spaced at intervals consistent with the traffic population density to accumulate traffic from local roads.
- Provide service to smaller communities.
- Link locally important traffic generators with higher classified routes.

In urban areas, collector streets serve as intermediate links between the arterial system and points of origin and destination. Urban collectors typically have the following characteristics:

- Provide both access and traffic circulation within residential neighborhoods and commercial/industrial areas.
- May penetrate residential neighborhoods or commercial/industrial areas to collect and distribute trips to and from the arterial system.
- In the Central Business District (CBD), may include the streets that are not classified as arterials.
- In fully developed areas, spacing generally is approximately ½ mile between routes and, within the CBD, between 650 feet and ½ mile.
- May be an urban extension of rural collector roads.
- Often include local bus routes.

3. **Local Roads and Streets:** All public roads and streets not classified as arterials or collectors have a local road or street classification. Local roads and streets are characterized by their many points of direct access to adjacent properties and their relatively minor value in accommodating mobility. Speeds and volumes are usually low and trip distances short. Through traffic is often deliberately discouraged. Chapter 14 “Local Roads and Streets” provides design guidance for local roads and streets.

The functional classification system is divided into urban and rural categories. Urban areas are defined as those places within boundaries having a population of 5,000 or more. Urban areas are further subdivided into urbanized areas (population of 50,000 and over) and small urban areas (population between 5,000 and 50,000). Rural areas are those areas outside the boundaries of urban areas. For design purposes, the designer should use the population forecast for the design year.