



# City of Statesboro Comprehensive Plan 2024

**Resolution 2024-14: A RESOLUTION ADOPTING THE 2024 COMPREHENSIVE PLAN  
UPDATE FOR THE CITY OF STATESBORO**

WHEREAS, in order to maintain its Qualified Local Government (QLG) status, the City of Statesboro must periodically update its Comprehensive Plan; and

WHEREAS, the City of Statesboro have followed the prescribed procedures for public hearing, plan adoption and submittal to the Department of Community Affairs, under the rules found in Chapter 110-12-1 which outline the Minimum Standards and Procedures for Local Comprehensive Planning; and

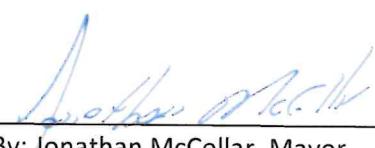
WHEREAS, the City of Statesboro Comprehensive Plan update was found to be in compliance with the requirements and standards of Chapter 110-12-1 by the Coastal Regional Commission and the Department of Community Affairs;

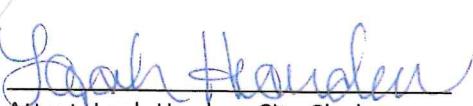
NOW THEREFORE, BE IT RESOLVED, by the Mayor and City Council of Statesboro, Georgia as follows:

Section 1. That the City Council hereby adopts the 2024 Comprehensive Plan;

Section 2. That the Comprehensive Plan be made available to the public in accordance with the Minimum Standards and Procedures for Local Comprehensive Planning.

Adopted this 18<sup>th</sup> day of June, 2024. CITY OF STATESBORO, GEORGIA

  
By: Jonathan McCollar, Mayor

  
Attest: Leah Harden, City Clerk



# Acknowledgments

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We would like to thank all those who participated in and assisted with the development of the Statesboro 2024 Comprehensive Plan. The content of this plan is the result of a months long process involving City of Statesboro staff, stakeholders, representatives, planning meetings, and workshops. The plan was further enhanced by the generous input provided by members of the public at the workshops and public hearings. We are extremely grateful for the support we received during the process and look forward to the implementation of this plan.

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# Executive Summary

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The City of Statesboro, the Stakeholder Committee, and the Coastal Regional Commission worked together to prepare the Statesboro 2024 Comprehensive Plan update. Comprehensive planning is an important tool for promoting strong and healthy communities in the State of Georgia. Comprehensive plans are centered around a vision and a set of goals that express a desired future. Through the vision, goals, and work plans, the City of Statesboro intends to utilize this Plan to continue to create a thriving community.

The City of Statesboro prides itself on being an inclusive community with family values that endeavors to ensure that all residents are able to enjoy a variety of lifestyles, while striving to maintain a safe, sustainable community based on smart growth principles.

City of Statesboro officials acknowledge the importance of this comprehensive planning process to address multiple community needs and opportunities, including concerns regarding the availability and quality of housing, economic development, natural and cultural resources, transportation, and future land use. This document consolidates identified issues and locally generated solutions.



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# 1. Introduction

# Introduction

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**C**ounties, cities, and towns all experience change at various points in time, whether it be demographic, geographic, or economic. These changes are factors that together determine the long-term viability of these localities. The effects of change are different and generally more beneficial for communities that are able to anticipate, plan for, and accommodate change. Communities that fail to plan can face negative consequences that could have been avoided or mitigated with proper planning. Community stabilization and quality growth begin with a consistent, locally generated vision and a plan of implementation that can spark economic opportunity and social cohesiveness in any given town, city, county, or region.

The Statesboro Comprehensive Plan is the official guiding document for the future of Statesboro. The comprehensive plan serves the following functions:

- It lays out a desired future.
- It guides how that future is to be achieved.
- It formulates a coordinated long-term planning program.

The Plan document also addresses issues regarding housing, economic development, and land use in a coordinated manner and serves as a guide for how:

- Land will be developed.
- Housing will be improved and made available.
- Businesses will be attracted and retained.

The Comprehensive Plan document becomes a powerful resource for elected and appointed officials as they deliberate development issues and convey policy to their respective citizenry.



# 1. Introduction

## 1.1 Purpose

In the interest of providing healthy and successful communities that are vital to the State's economic prosperity, the State of Georgia requires all local jurisdictions to coordinate and conduct comprehensive planning activities through the Georgia Planning Act of 1989. The State has given authority to the Department of Community Affairs (DCA) to set the minimum standards for local comprehensive planning and to provide oversight of the planning processes. The purpose of the minimum standards is to provide a framework for development, management, and implementation of local comprehensive plans.

The purpose of comprehensive planning at the community level is to bring together all sectors within Statesboro, including residents, the business community, and non-profit organizations to develop a strategy that aims to make Statesboro an attractive place for new business investment combined with a high quality of life for residents. The Comprehensive Plan is intended to provide policy direction and guidance for elected officials, appointed officials, and the public to inform the decision-making processes. This Plan articulates the City's vision for the future and creates a road-map for residents, property owners, investors, businesses, industry, and anyone interested in the City of Statesboro's future plans and goals. The plan is also intended to assist in recognizing the need for and the subsequent implementation of important economic development and revitalization initiatives. The plan also allows the City of Statesboro to maintain its "qualified local government status," making the City eligible for selected state funding and permitting programs.

## 1.2 Planning Scope

The 2024 Statesboro Comprehensive Plan update was prepared by City Staff and the Coastal Regional Commission with invaluable input from stakeholders and the public. This document has been prepared to exceed the minimum requirements of Georgia Department of Community Affairs' Minimum Standards and Procedures for Local Comprehensive Planning, which became effective in March 2014.

Statesboro met the minimum standards and procedures required by DCA including Community Goals, Needs and Opportunities, Broadband, and Community Work Program.

Additionally, the City of Statesboro exceeded these requirements by conducting additional analysis on other planning elements. Due to the City's zoning ordinance, which was recently updated in 2023, they are required to address land use and transportation in addition to the minimum standards. In this Plan the City of Statesboro addressed environmental and cultural resources, housing, and economic development making this plan an essential tool for future development based on implementation of the recommendations contained herein.



## 2. Background

# Background

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The City of Statesboro, situated in Bulloch County, Georgia, exists as one of the four incorporated jurisdictions within the county. Given Statesboro's strategic location in south-central Bulloch County, it serves as a focal point for development within the rural area, presenting both opportunities and challenges. As part of the ten counties and thirty-five cities along Georgia's coast, Statesboro is served by the Coastal Regional Commission, which is a state-established regional entity charged with assisting local governments with state-mandated planning activities, ensuring the sustainable development and prosperity of the region.



## 2. Background

### 2.1 History of Statesboro

The history of the City of Statesboro can be told through its cultural resources and those who built and occupied them. Some of these resources are still in existence, but many are gone forever, demolished by fire and the pressure of development throughout time. It is said that the community of Statesboro grew as the commercial and residential center of the region. The City of Statesboro was incorporated in 1803 by charter from the Georgia General Assembly and continued to grow through the Reconstruction Era. At the turn of the twentieth century the agricultural areas near Statesboro were responsible for producing one-eighth of the world's Sea Island cotton.

Statesboro maintained significance later in the twentieth, and twenty-first century through education, specifically higher learning, through Georgia Southern University. Due to the growth and success of the University, the City of Statesboro has experienced an abundance of new ideas and culture to add to its rich history.

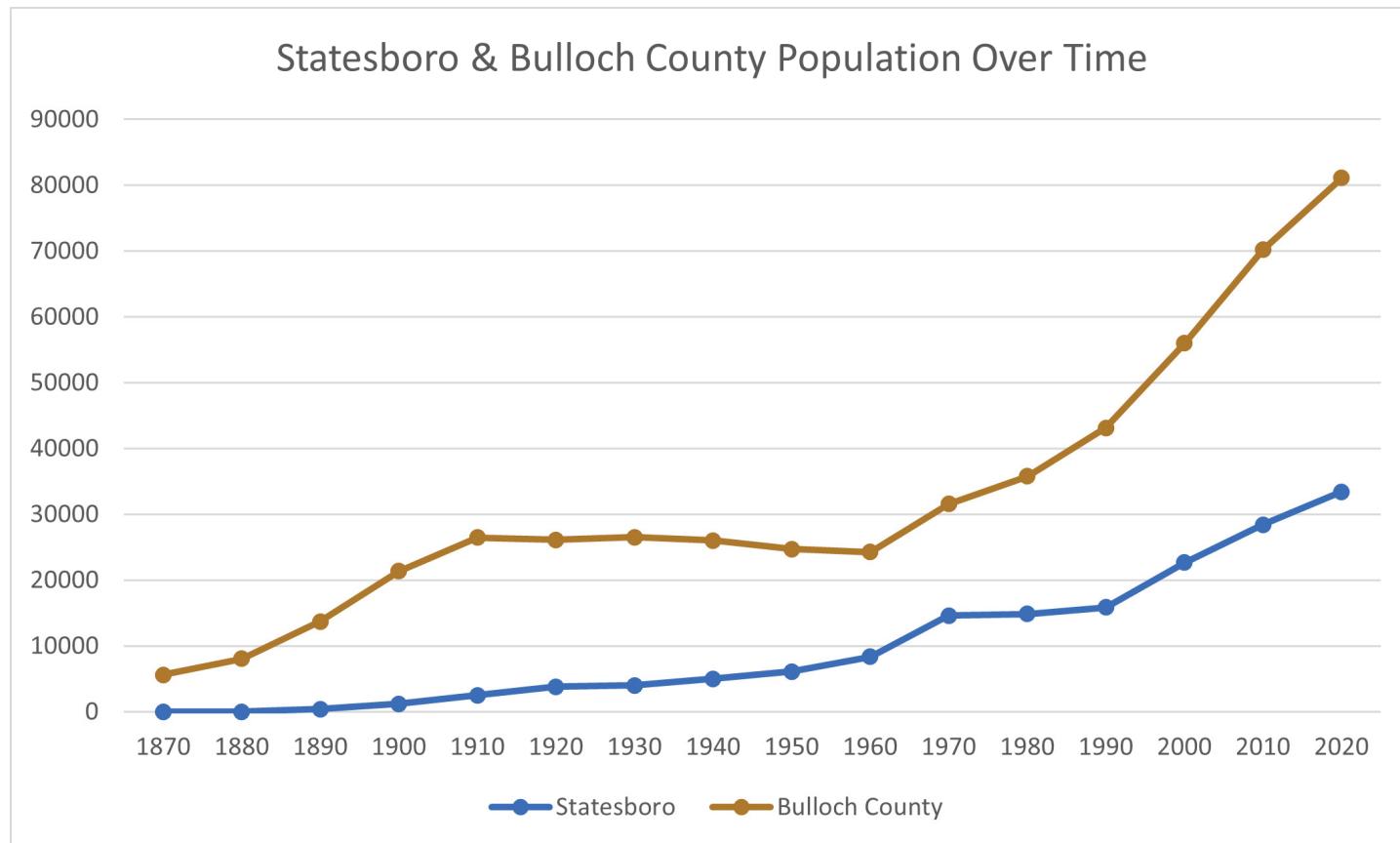
### 2.2 People of Statesboro

In support of this Comprehensive Plan, a demographic study was conducted to identify trends in population, housing, employment, and community health.

#### 2.2.1 Population

The dynamics of Statesboro's past and present population, population trends and population projections provide essential information in the decision-making process for certain plans and projects taking place over the next few years. The population of the city of Statesboro has dramatically increased since the 1990 Decennial Census, more than doubling from 15,854 in 1990 to 33,438 in 2020. This growth is anticipated to continue its upward trend, in part due to growth at Georgia Southern University, Fort Stewart, and impacts from the Hyundai Plant in neighboring Bryan County. Figure 2-1 illustrates the total population for Statesboro for the years 1870 through 2020. As Statesboro continues to grow, the city must continue to evaluate the provision of services, housing, and other amenities, such

**Figure 2-1 Statesboro and Bulloch County Population Over Time**



## 2. Background

as parks, necessary to meet the needs of a rapidly growing population, while addressing the Community Goals of the Comprehensive Plan.

### 2.2.2 Households

Statesboro has experienced rapid growth in overall population and has had a corresponding amount of growth in the number of households. Figure 2-2 shows that Statesboro is adding new households at a faster rate than both Bulloch County and the State of Georgia.

**Table 2-1 Number of Households**

<b>Number of Households</b>					
	<b>2000</b>	<b>2010</b>	<b>2022</b>	<b>Numeric Change</b>	<b>Percent Change</b>
<b>Statesboro</b>	8,668	10,234	11,857	+ 3,169	+ 27%
<b>Bulloch County</b>	22,742	25,575	29,634	+ 6,892	+ 23%
<b>Georgia</b>	3,006,369	3,585,584	3,946,490	940,121	+ 24%

### 2.2.3 Age

The median age of Statesboro's residents has increased between 2010 and 2022, by 0.6 years. Figure 2.3 shows Statesboro's median age remains under 25, compared to Bulloch County's median age of 29.7 and the State of Georgia's at 37.2 years. The presence of Georgia Southern University contributes to Statesboro's younger than average median age.

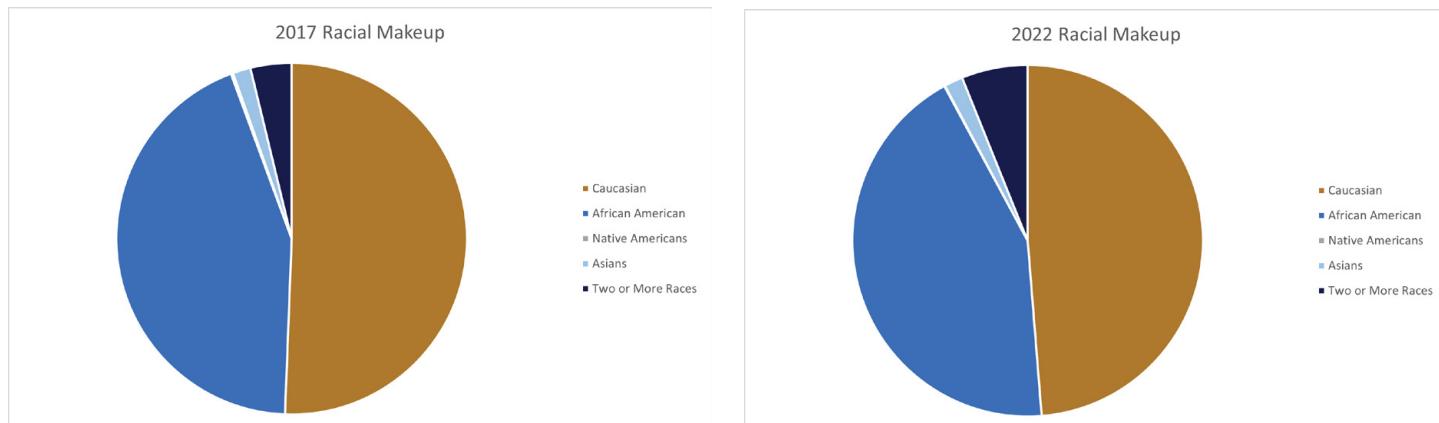
**Table 2-2 Median Age**

<b>Median Age</b>				
	<b>2000</b>	<b>2010</b>	<b>2022</b>	<b>Difference in Median Age (2010 - 2022)</b>
<b>Statesboro</b>	22	22.1	22.6	+ 0.6 Years
<b>Bulloch County</b>	26.1	25.9	29.7	+ 3.6 Years
<b>Georgia</b>	33.4	35.3	37.2	+ 3.8 Years

### 2.2.4 Racial and Ethnic Composition

According to the U.S. Census Bureau, the population in the City of Statesboro is diversifying but remains to be dominated by two major groups: Caucasians and African Americans. In 2017, Caucasians comprised about 51% of the total population; African Americans comprised about 43%. By 2022 Caucasians comprised about 48% and African Americans remained at about 43% of the total population. The remaining racial categories comprised the rest of the growth in diversity of Statesboro.

**Figure 2-2 Racial and Ethnic Composition**



## 2. Background

### 2.3 Plan Coordination

The City of Statesboro has spearheaded several studies and other relevant planning documents to understand current growth patterns and plan for future development both locally and on a regional scale. These plans and studies aid and complement the Comprehensive Plan. The plans listed below were reviewed, and the applicable goals, opportunities, and action items were extracted and included within this document.

**Table 2-3 City of Statesboro Existing Plans**

Plan	Summary
2019 Statesboro Comprehensive Plan	This study serves as a blueprint for physical growth and development in the City of Statesboro over a twenty-year time span. Outlined are measures that will ensure the maintenance of the city's current high quality of life, efficiency, and competitiveness that fuels economic growth and development. The study broadly groups future development areas while providing detailed information on the current and proposed future activity centers and major corridors for various areas within each group.
2019 City Service Delivery Strategy	The purpose of the Service Delivery Strategy document is for Statesboro to examine public services, identify overlap or gaps in service provisions, and develop a better approach to allocating the delivery and funding of these services among local governments and other authorities within each county. Updates regarding the City Service Delivery Strategy took place concurrently with the development of the City Comprehensive Master Plan.
City of Statesboro Urban Redevelopment Plan	This plan focuses on specific neighborhoods within the City and applying revitalization goals to these core areas of Statesboro. This will be accomplished through planning tools, land acquisition, and collaborations with public and other government agencies. The Urban Redevelopment Plan was first approved in 2018 and will be updated in 2024 to reflect expansion and growth within the city.
Creek on the Blue Mile Plan	This Plan focuses on the development of the area known as The Blue Mile. Along with the revitalization of the area leading from Downtown Statesboro to the University. The Creek on the Blue Mile Plan will focus on the upcoming development of an area which will be known as the Creek on the Blue Mile. This area will house mixed-use developments, recreation facilities as well as a water retention area to prevent flooding in an area within the flood plain.
Downtown Master Plan	Conducted and approved in 2022, this plan was made to ensure that there are economic development opportunities and a concentrated plan for the development of the downtown area.
City of Statesboro Strategic Plan	Conducted throughout 2016 and approved in 2018 this Plan will help serve as additional guidance for the City of Statesboro in spurring Economic Development.
City of Statesboro Transit Feasibility Study	This Plan focuses on the feasibility of adding some type of public transportation within Statesboro. This Transit Feasibility Study spans all forms of public transportation and has been implemented.
Long Range Transportation Plan	This Plan is a collaboration between Bulloch County & The City of Statesboro. This plan will identify the level of service areas and traffic control issues within both the City and the County. This Plan is estimated for completion by August 2024.
Housing Study	The City of Statesboro conducted a Comprehensive Citywide Housing Market Study, Needs Analysis, and Strategy Development in the fall of 2020. The assessment provides the City of Statesboro with a perspective on how current and future residential market trends will impact the city over the coming years.



# 3. Community Engagement

# Community Engagement

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Statesboro has developed this Comprehensive Plan to use as a tool to guide the city, while recognizing and preserving the unique characteristics of its communities. This Comprehensive Plan highlights the City's growth, historic neighborhoods, and business centers that continue to expand, while also encouraging the kind of economic revitalization that will improve the quality of life for its residents.

## 3.1. Stakeholder Committee Process

Through the community engagement process, the Stakeholder Committee came together to identify priority goals, strategies, and action items that have been incorporated into this Comprehensive Plan and, most importantly, informed the prioritization of the Community Work Plan action items.

A total of three individual stakeholder committee meetings were held throughout the planning process. The date of the meetings and topics covered are summarized below.

## 3.2. Public Hearings and Stakeholder Committee Meetings

The Department of Community Affairs minimum planning standards require that two public hearings be held throughout the comprehensive planning process, at the beginning and end of the planning process. Below is a summary of the topics discussed at each public meeting. Stakeholder meetings were also open to the public, with chances for public comment at specific times in each meeting.

**Table 3-1 Public Hearings and Stakeholder Committee Meetings**

Event	Date	Topic
Public Hearing 1	December 5, 2023	A public hearing was held on December 5, 2023, at a regularly scheduled Statesboro City Council meeting. The Coastal Regional Commission delivered a presentation that introduced the comprehensive planning process, the purpose of updating the plan, and what Statesboro can expect to see as they go through this process. The presentation discussed the minimum planning requirements as defined by the DCA.
Stakeholder Meeting 1	December 6, 2023	Vision and Goals and a thirty-minute public comment session.
Stakeholder Meeting 2	January 10, 2024	Needs and Opportunities, Strengths, Weaknesses, Opportunities, and Threats analysis and a thirty-minute public comment session.
Stakeholder Meeting 3	February 13, 2024	Land Use and Character Areas and a thirty-minute public comment session.
Public Hearing 2	April 16, 2024	A public hearing was held on April 16, 2024, at a regularly scheduled Statesboro City Council meeting. The Coastal Regional Commission delivered a presentation on the updated Comprehensive Plan, and what Statesboro can expect over the next 5 years. The presentation discussed the minimum planning requirements as defined by the DCA, and was transmitted to DCA by Statesboro City Council.



## 4. Vision and Goals

# Vision and Goals

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This section of the Comprehensive Plan presents the desired direction for the City of Statesboro's growth and quality of life for the future. The City of Statesboro has adopted the following vision statement to guide future development and decision making.

## 4.1 Vision Statement

*The City of Statesboro prides itself on being an inclusive community with family values that endeavors to ensure that all residents are able to enjoy a variety of lifestyles, while striving to maintain a safe, sustainable community based on smart growth principles.*



## 4. Vision and Goals

### 4.2. Goals and Policies

The goal of the Comprehensive Plan is to ensure that the characteristics that make the city unique may be preserved and strengthened in future years. Stakeholders and other planning participants have identified the planning goals of the City of Statesboro. The Goals and Policies component of the Comprehensive Plan document includes the following elements:

**List of Goals:** The goals' list consists of broad statements of understanding and intent regarding the community's long-term growth and development vision. In addition to the list of needs and opportunities, the Georgia Department of Community Affairs' "Quality Community Objectives" were reviewed in order to form these topic-specific goals which guide the implementation strategies contained in the Community Work Program.

**Policies:** To accompany the Goals, a list of supporting Policies was developed, some as ongoing initiatives. During the 2024 Comprehensive Plan process, the previous work program items and objectives were reviewed. Some of these items were deemed more appropriate as goals or as supporting policies for said goals. Duplicated policies were eliminated in other sections of the Plan.

#### 4.2.1 Transportation

The City of Statesboro will develop a comprehensive network which will place equal importance on all forms of transportation to minimize congestion and provide safe facilities for pedestrian/bike traffic. This will begin with a transportation feasibility study currently underway.

1. Increase pedestrian/bicycle safety and access to all portions of Statesboro.
2. Create greater vehicular and non-vehicular interconnectivity between streets and developments to reduce dependency on existing major highways
3. Manage the long-term maintenance of City streets while improving access along major thoroughfares.

#### Supporting Policies

- i. Develop an extensive recreational trail network.
- ii. Provide non-vehicular access between developments.
- iii. Explore funding measures necessary to create a reserve fund for long-term street maintenance.

iv. Promote higher-density development patterns in order to increase the efficiency of existing public facilities and utilities.

v. Develop access management standards for major thoroughfares.

#### 4.2.2 Economic Development

**Economic Centralization** – The location of the City of Statesboro provides a major opportunity to centralize growth in the region, due to not only the Georgia Southern, but also serving as the county seat for surrounding cities. The City of Statesboro will continue to incentivize large employers and centers of development in the expanding city limits.

**Downtown** – Through the Downtown Statesboro Development Authority, the City of Statesboro will promote policy decisions that ensure the preservation of historical buildings and provide daytime and evening destinations for our citizens.

1. Promote new employment options, including higher-paying administrative and professional services, high-tech and medical positions.
2. Obtain a greater number and variety of retail establishments to locate within the municipal limits.
3. Focus retail recruitment efforts to character areas along major thoroughfares as identified in the future development map.
4. Create an environment to retain vocational and higher education graduates.
5. Cultivate a K-12 talent pipeline for local job opportunities.

#### Supporting Policies

- i. Collaborate with local and regional economic development agencies to develop a diverse economy and employment opportunities in the city limits.
- ii. Improve the appearance of the city to serve as an enticement for additional business investment.
- iii. Support the marketing efforts of local economic development organizations that focus their energy on making Statesboro an attractive business location.
- iv. Research punitive measures to address chronic commercial vacancies.

#### 4.2.3 Housing

**Quality Housing** – The City will promote the construction of quality homes, maintain awareness of the condition of

## 4. Vision and Goals

homes, and emphasize walkability and interconnectivity in neighborhoods.

1. Provide safe, clean, and affordable housing choices to Statesboro residents of varying income levels.
2. Remove deteriorated structures throughout Statesboro.
3. Increase homeownership and rental opportunities while encouraging different types of housing including single-family, townhouses, apartments, and cottage courts throughout Statesboro.

### Supporting Policies

- i. Redevelop some of the deteriorating housing stock into higher-density and/or mixed-use development.
- ii. Promote an active demolition program for vacant buildings.
- iii. Focus redevelopment activity within the central portion of Statesboro to promote a more defined town center.
- iv. Develop public private partnerships to create housing assistance programs, to include LIHTC (Low Income Housing Tax Credit) projects.
- v. Utilize the Urban Redevelopment Plan for housing development decisions.

### 4.2.4 Natural and Cultural Resources

Sustainability – The City of Statesboro will continue to preserve greenspace and develop practices that promote sustainability of resources within the city limits.

1. Protect the quality of drinking water sources (i.e. streams, ponds, lakes, etc.) from the effects of new and existing development.
2. Protect and promote the reuse of remaining historic properties in Statesboro and emphasize the city's historic heritage.

### Supporting Policies

- i. Incorporate amenity space and natural landscape into new developments.
- ii. Improve or increase standards that provide community-wide protection to sensitive wetland habitats.
- iii. Reduce the amount of impervious surfaces in new development to reduce the amount of storm water runoff generated by development site.
- iv. Utilize the Downtown Statesboro Development Authority Design Standards and Central Business District zoning regulations to protect the design and character of historic structure.
- v. Incentivize the protection of historic and heritage trees

in new developments, as well as increase tree planting and protection standards.

### 4.2.5 Community Facilities

Land Use Policies – The City will maintain a land use policy that provides for distinct areas, ensuring that expansion conserves as much of the natural resources available while minimizing ecological damage.

Education – Maintaining our current educational facilities and allowing for expansion and development, ensuring that new residents will also be able to access quality educational facilities.

1. Eliminate drainage problems within Statesboro.
2. Provide additional public park space and recreational opportunities for all ages.
3. Ensure the effective provision of infrastructure services to the city's growing population.

### Supporting Policies

- i. Convert existing city thoroughfares from rural road sections with swales to streets with sidewalks, lighting, tree planting strips, and curb and gutter systems when part of conventional development.
- ii. Create amenities and development alternatives that allow storm water to flow through filtration, detention and/or retention systems that allow for more natural treatment of runoff.
- iii. Incorporate active recreation areas into new developments.
- iv. Identify areas where pocket parks can be developed to improve community accessibility.
- v. Improve accessibility to library services.
- vi. Streamline record-keeping functions.
- vii. Develop the Creek on the Blue Mile as a stormwater retention area to allow for enhanced recreational and economic development improvements.



## 5. Needs and Opportunities

# Needs and Opportunities

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A list of needs and opportunities along with a Strengths, Weakness, Opportunities, and Threats Analysis (SWOT), regarding economic development, housing, natural and cultural resources, community facilities, and transportation for Statesboro is included in the Needs and Opportunities section of the Comprehensive Plan. These lists were generated over the course of the 2024 Comprehensive Plan process.

In conjunction with supporting data, these lists have been generated through the efforts of community stakeholders - and their ability as local leaders to apply their knowledge of relative community strengths and weaknesses, with anticipated or ongoing challenges.



# 5. Needs and Opportunities

## 5.1. Economic Development

### Need:

- A greater number and variety of retail and other business establishments to locate within the municipal limits is desired.
- Statesboro's workforce diversity requires a variety of housing options.
- Implementation of a blight tax for vacant commercial properties
- Promote establishing additional childcare options.
- Continue to develop a robust utility infrastructure.
- Promote hospitality development such as hotels.
- Address blight through tax credit programs for owners.

### Opportunity:

- The development of the soccer stadium should increase the number of visitors to the area.
- Expansion of the Georgia Southern University to the City of Savannah and Liberty County gives the opportunity for an increased student population moving through the city which may bring more businesses and business opportunity.
- Creation of city business recruiter to focus on actively bringing in new businesses.
- Establishment of unified development code.
- Support housing and retail development in the soccer stadium area.
- Continue Blue Mile phases to connect to GA-67.

## 5.2. Community Facilities

### Need:

- Proper provision for water and sewer discharge service for the growing population is needed.
- There are drainage problems throughout the city that must be addressed.
- Additional public park space and recreational opportunities for all ages are needed.
- Residents value the S&S Greenway, and Mill Creek Park and want to see more of these kinds of recreational opportunities.
- Create an indoor sports complex.
- Leverage paths and parks to create connectivity throughout Statesboro.

### Opportunity:

- Opportunities exist to increase the number of sidewalks

and bike paths.

- Creation of the Creek on the Blue Mile Project.
- Collaboration on the Long-Range Master Transportation Plan.
- Establishment of pocket parks throughout Statesboro.

## 5.3. Housing

### Need:

- Most housing is single family detached, Statesboro needs more townhomes, cottage courts and apartment complexes.
- Address impacts of development on older and low-income groups.

- o Need for additional affordable senior housing complex.
- o Develop workforce housing.
- o Add new affordable (Housing Choice Voucher Program) housing.
- o Update Affordable Housing Plan and the Urban Redevelopment Plan.

### Opportunity:

- Housing values are rising which will increase the tax base to cover necessary changes/adjustments.
- The Creek on the Blue Mile Plan has defined redevelopment areas and provides an implementation plan.
- Appeal to and bring in large, national homebuilding companies.
- Updated housing study – collaboration with adjacent municipalities.
- Utilize the newly established Land Bank Authority to provide more affordable housing.

## 5.4. Transportation

### Need:

- Pedestrian/bicycle safety and access to all portions of Statesboro is needed.
- Ensure that adequate funds exist to meet long-term street maintenance and construction responsibilities.
  - Evaluation of existing pedestrian infrastructure and continued maintenance.
  - Need a better public and/or private transportation network for workforce.
  - Address problematic intersections where chronic congestion and accidents occur with high frequency.

## 5. Needs and Opportunities

### Opportunity:

- Manage the access of motor vehicles to and from private properties along major roads to decrease motor vehicle conflicts and accidents created by traffic entering and exiting highways.
- Land is available on which to promote higher-density development patterns to reduce distances between residential, retail and office areas.
- Implementation of Joint Transportation Plan with the City of Statesboro and Bulloch County
- Implement the Master Long Range Transit Plan for pedestrian transportation.
- Public-private partnerships to create workforce transportation for large employers.

streams, ponds, lakes, aquifer, etc.) from the effects of new development.

- Identify historic properties in Statesboro and encourage revitalization and leverage historic tax credits for financing.
- City of Statesboro must work with identified EPD partners on aquifer studies and projects and water resource availability.

### Opportunity:

- Many community members use the existing parks and trail system, creating an opportunity to expand those facilities.
- Incorporate a greater portion of natural landscape and open space in new developments that preserves natural habitat.
- Support the creation of more community event and event space in Statesboro.
- Continue to protect the quality of drinking water and establish natural buffers to creeks and drainage.

## 5.5. Natural and Cultural Resources

### Need:

- Protect the quality of drinking water sources (i.e.

Table 5-1 SWOT Analysis

Strengths:	Weakness
<ul style="list-style-type: none"><li>• Experienced City Staff</li><li>• Established Plans and Planning Processes</li><li>• Community Trust (In Public Safety personnel)</li><li>• Success Track Record (e.g. Downtown Master Plan)</li><li>• City Communications Infrastructure</li><li>• Existing Infrastructure/ Parks</li><li>• SPLOST Renewal</li><li>• Approval of TSPLOST</li><li>• Creation of TADs (Tax Allocation Districts)</li><li>• Compensating employees to 105% market rate</li></ul>	<ul style="list-style-type: none"><li>• Finance Option Limitations (LOST, etc)</li><li>• Limited Supporting Entities (e.g. Non-Profits)</li><li>• Aged Facilities and Infrastructure (Expensive Maintenance Requirements)</li><li>• Graduate Retention</li><li>• Number of vacant/commercial structures</li><li>• Inner-city crime</li><li>• Lack of speed enforcement</li></ul>
Opportunities	Threats
<ul style="list-style-type: none"><li>• Higher Education Institutions (Partnerships)</li><li>• College Graduates (Potential to Retain)</li><li>• Positive Employment Trends</li><li>• Low Cost of Living</li><li>• Growing Art/Cultural Opportunities (Diversity)</li><li>• Grant Successes (Blue Mile, CDBG)</li><li>• Location of Hyundai plant and associated vendors</li><li>• Conduct more town hall meetings</li></ul>	<ul style="list-style-type: none"><li>• Loss of trained City Staff to Other Communities &amp; Private Sector</li><li>• Outside Influences on Public Safety</li><li>• Transient Population (Students)</li><li>• Negative Perceptions of Local Government</li><li>• Some Neighborhood Property Conditions</li><li>• High Percentage of Rental vs. Owner-Occupied Housing</li><li>• Lack of broad community input</li></ul>



## 6. Economic Development

# Economic Development

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**T**he purpose of the Economic Development element of the Comprehensive Plan is to provide insight on the growth of the city from an economic standpoint. There are several key factors that are reviewed in this section, which include nine specific aspects that will be used to further Statesboro's economy that incorporates one or several of the City's goals:

## Related Goals:

- Capitalize on Great Assets
- Education
- Expand Financial Capacity
- Property Tax Revenues
- SPLOST
- Implement High Priority Projects
- Improve Communications
- Retain and Attract Value Generating Businesses
- Organize Public-Private Partnerships

## 6.1. Factors of Economic Development

### Capitalize on Great Assets

• Statesboro has a wide variety of assets that can catalyze economic development. Its people, educational institutions, neighborhoods, and historic downtown are key assets that can be developed and leveraged.

• Census data shows Statesboro has a diverse population. This diversity should be regarded as a strength and asset in promoting and attracting businesses to the city. The City of Statesboro retains talented and dedicated City staff who are critical to maintaining and enhancing the high levels of service the City of Statesboro provides to residents. Adequate funding of City of Statesboro staff, retention, and professional development is critical to maintaining Statesboro's success.

• The historic downtown and the many city neighborhoods have a distinct character, uniqueness, quality and, in many cases, new vibrancy. Efforts to preserve, revitalize and reinvent these places must continue, and must be planned and implemented in a manner that is sensitive to physical structures and the people that make these places special.

### Education

• Statesboro has a strong educational base which includes Georgia Southern University, Ogeechee Tech, and East Georgia State College. These institutions are consistently

developing and providing Statesboro with a locally educated and prepared workforce. The City of Statesboro should lead and collaborate efforts with these educational institutions to strengthen the partnerships between higher education, local government, and the local business community. This effort would increase the long-term positive impacts of local higher education on the Statesboro community.

### Expand Financial Capacity

• The ability for local governments to provide services and execute projects is inextricably linked to financial capacity. While additional funding does not solve problems by itself, there is a critical connection between financial capacity and the ability to adequately provide services and infrastructure. For Statesboro to enhance services and execute high priority projects, the City of Statesboro's financial outlook must be improved. Existing revenue sources must be expanded and/or extended, and the most financially advantageous new potential revenue sources that are consistent with the Comprehensive Plan should be pursued.

### Property Tax Revenues

• The previous long-term decline of property tax revenues was a challenge for the City of Statesboro, however property taxes have increased in recent years. Property taxes contribute greatly to the City of Statesboro's General Fund, which is heavily relied on, especially for the City of Statesboro's staff salaries and benefits. While there are several options for funding infrastructure projects, the General Fund is the only option for funding many

## 6. Economic Development

public services. A relatively unique challenge for the City of Statesboro's General Fund is the fact that the City of Statesboro does not draw any revenue from the Local Option Sales Tax (LOST) in Bulloch County. In all but a very few Georgia communities, a portion of the 1% LOST is available to support the General Fund, but this is not an option for the City of Statesboro (or Bulloch County) as all LOST revenues are directed to the School Board. Therefore, the City of Statesboro's General Fund is significantly more reliant on Property Taxes than is typical for municipalities in Georgia.

- Due to the combined effects of inflation, limited/marginal increase in the overall assessed value of property, and a property tax millage rate that has remained flat for a decade, the City of Statesboro's real revenue from property taxes has effectively decreased from 2007 to 2016. The city in 2023 has increased its millage rate from 7.385% to 8.125% to help combat the previous reduction in real revenues.

### SPLOST

• Special Purpose Local Option Sales Tax (SPLOST) revenues have consistently contributed to Statesboro's ability to fund critical projects for two decades. Though restricted to uses consistent with the SPLOST referendum and variables due to changing sales volumes, SPLOST is the primary revenue source for implementing critical infrastructure projects. Without SPLOST, the General Fund would be placed under additional stress, as SPLOST reduces the need to use General Fund revenues for capital improvements. Timely reauthorization of SPLOST is a critical objective of the City of Statesboro.

### New Revenue Options

• TSPLOST was approved and is being utilized in Statesboro. Since being passed, the Statesboro/Bulloch TSPLOST now complements SPLOST, making more funding available for quality-of-life projects such as parks, trails, and greenways. As an additional benefit, transportation project funding by TSPLOST (and not involving federal transportation funding) can typically be executed more quickly and efficiently.

• Other potential new revenue options, including LOST, and Community Improvement Districts should be explored as well.

### Implement High Priority Projects

• Project prioritization through the Capital Improvement Plan and other planning tools is an ongoing process. Some

infrastructure requirements are more utilitarian in nature; however, many projects have the potential to visibly increase quality of life for the surrounding community. By assessing each infrastructure project in the pre-design and design stages, opportunities for multiple benefits can be identified early in the process. For example, the need to fix a deteriorated stormwater pipe could lead to daylighting a previously hidden stream and incorporating portions of a greenway trail. Primary means to enhance quality of life benefits from infrastructure projects include coordinating early-stage project planning, actively seeking multiple benefit opportunities, involving expert managers, and establishing sound funding strategies.

- Once the prioritization and maximum benefit analyses have been completed, it is critical for projects to proceed to implementation as quickly as possible. The longer a project waits for construction, the more likely it is to experience cost increases, complaints, and complications. Effective management is most important for the critical stage of moving a project from paper to built reality.

### Improve Communications

• Effective two-way communications with community stakeholders are critical. Many residents utilize the Statesboro Herald as their primary information source. Therefore, enhancing the partnership between the City of Statesboro and local media outlets including the Statesboro Herald is of strategic importance. This should include close coordination to get new information broadcast to the community quickly and identifying opportunities for more in-depth feature stories.

• The City of Statesboro created the position for Public Affairs Manager. The position is responsible for websites and associated/linked social media platforms are also critical for communications. Web-based communications is a fast-changing environment, and the City of Statesboro needs to regularly review and update its web and social media platforms to remain current and effective.

• Technology also facilitates effective citizen reporting, and there are increasing options for effective citizen reporting systems that can empower citizens to assist the City of Statesboro. To gain the greatest benefit from a new public investment, the City of Statesboro should explore options for a coordinated system that will allow citizens to report issues using multiple forms of technology.

# 6. Economic Development

## Retain and Attract Value Generating Businesses

- Economic development often focuses on new business recruitment, which is important in most communities, but equally or more important is retention, expansion, and success of existing businesses. By placing emphasis on both retention and recruitment, and by performing adequate due diligence to accurately understand the value of individual businesses to the community, investments in economic development can pay off at a higher level. As a starting point, there are recommendations from many previous plans/studies to carry through (Blue Mile, TAD/Redevelopment Plan, Downtown Master Plan, etc.). Related and additionally, partnerships for economic development are critical, and great benefits can come from expanded partnerships with Georgia Southern University, Ogeechee Technical College, East Georgia State College, the local business community, and other governmental entities.

## Organize Public-Private Partnerships

- Many effective public-private partnerships are already in place and are creating improvements to Statesboro. The partnerships forming around the Blue Mile and the Creek on the Blue Mile are a model for additional partnerships around Statesboro which can address a wide range of community issues, including public safety, code enforcement, education/workforce development, historic preservation, neighborhood revitalization, parks, greenspaces, trails, and business expansion

## 6.2. Economic Development Review

Statesboro is a growing city and with that comes both improvements and challenges. Among them include:

- Shortage of labor.
- Mismatched skill sets of local labor force.
- Increase in professional and management services jobs.
- The rise in median household income from \$24,499 in 2016 to \$38,845 in 2022 (2022 ACS 5-Year Estimates).
- Student population.
- Providing workforce housing.

Job creation of more professional and higher-paying jobs is a focus for the City of Statesboro, and recruitment incentives for these types of jobs are being considered. There is some potential for new jobs and industries related to the planned the Creek on the Blue Mile and soccer stadium complex. Coordination with educational facilities will be important to ensure that the local workforce can obtain jobs and

adequately perform in new industries as they become available.

With increasing traffic due to the increase in single-occupancy vehicles on the roads is a major and growing concern. Increasing capacity and flow on some roads to support additional traffic volumes is important, along with infrastructure for other modes of transportation like walking and biking, which remove trips in single-occupancy vehicles from the roadways. Additionally, employers should consider incentives for carpooling.

## 6.3. Capital Improvements

Projects that require major capital investments to undertake have been separated from the main Community Work Program for examination. Although these projects will have similar timelines and costs as some other projects, the listed projects are exclusively seen as Capital Improvements. The Capital Project Table lists all current or recently completed projects with the City of Statesboro.

## 6.4. Community Facilities

An assessment of the availability and adequacy of Community Facilities is important to understanding a community's ability to retain its local population, attract future residents, and accommodate future demands.

The Community Facilities section of the Community Profile provides an analysis of public facilities and services for this purpose. This section summarizes the following topics:

- Water Supply.
- Sewerage and Wastewater.
- Public Safety.
- Educational Facilities.
- Telecommunications/Broadband.
- Fire Protection.
- Parks and Recreation.
- Library and Cultural Facilities.

### Water Supply

The City of Statesboro operates a municipally owned water and wastewater system. The Public Utilities Department is responsible for the treatment and distribution of drinking water and handles the collection, treatment, and disposal

## 6. Economic Development

of wastewater (sanitary sewage). The city's water supply comes from the Floridian aquifer.

### Sewerage and Wastewater

Another important asset to communities is an established sewer system with appropriate capacity and expansion opportunity. As with water, all city residents are connected to sewers, although some residents do maintain private septic tanks as the result of annexations into the city, however there are few private septic tanks in the city. Annexations of certain types of property have allowed for a few of these structures to remain in use, without the extension of city services.

As the Statesboro population grows, the demand for services and the need to acquire and provide adequate water and sewer service is imperative. Currently the water treatment facility can process 10,000,000 gpd and does not require additions to maintain the current water output the city produces.

### Public Safety

Police protection for the city is primarily provided by the Statesboro Police Department. All the members of the Statesboro PD are deputized by the Sheriff, giving them the opportunity to serve not only within the city limits, but also throughout Bulloch County. The headquarters for the Statesboro PD is located at 25 West Grady Street. In addition, the community is also served by both the Bulloch County Sheriff's Department and the Georgia Southern University Police Department.

### Fire Protection

The Statesboro Fire Department is a multi-location operation that utilizes both paid and volunteer firefighters. Headquartered across the street from the Police Department at 24 W Grady Street, the Fire Department serves as a first responder, with an additional location on Fair Road. A third station is in the planning stages.

### Parks and Recreation

Mill Creek Regional Park has been identified as a key community asset. This 66-acre park also contains the local water park, Splash in the Boro. Recreational opportunities are expected to increase with the completion of the Creek on the Blue Mile which will include modifications to the park at the intersection of Fair Rd and S Zetterower Ave. Additionally, Statesboro is home to the S&S Greenway Trail, a 2.5-mile trail which stretches from Gentilly Road within the

city limits to the edge of Praetoria-Rushing Road in Bulloch County. This trail is maintained by the County. The trail is currently under consideration for extension further outside of Statesboro by Bulloch County. City of Statesboro officials should look for opportunities to expand upon the existing network of trails and other recreational opportunities throughout Statesboro.

Internal to the city, is the Blind Willie McTell Trail. This trail stretches from the confines of Georgia Southern University, across Downtown Statesboro, and terminates at the city's new art park.

Another option for recreation is the Georgia Southern University Recreation Activity Center. This Center is an 80,000 square foot facility featuring numerous basketball courts, a large activity field, and a rock-climbing wall.

### Library and Cultural Facilities

The Statesboro Regional Public Library is located along the Blue Mile, and supports Bulloch, Evans, Emmanuel, and Candler Counties. The library maintains a meeting space, a children's loft and standard computers for use. The facility also hosts numerous community events throughout the year.

The Zach S Henderson Library is also available to the public. It is located in the center of the Statesboro campus of Georgia Southern University.

## 6.5. Educational Facilities

The Bulloch County School system currently operates 16 schools, (9 elementary, 3 middle, 2 consolidated middle/high and 2 high). 5 of these primarily serve the City of Statesboro (Julia P. Bryant Elementary, Mattie Lively Elementary, Mill Creek Elementary, Sallie Zetterower, and Statesboro High. Enrollment in Statesboro increased from 5,433 in 2019 to 8,011 in 2024, directly reflective of the overall increases in population and growth in younger populations as expressed in the general demographics section.

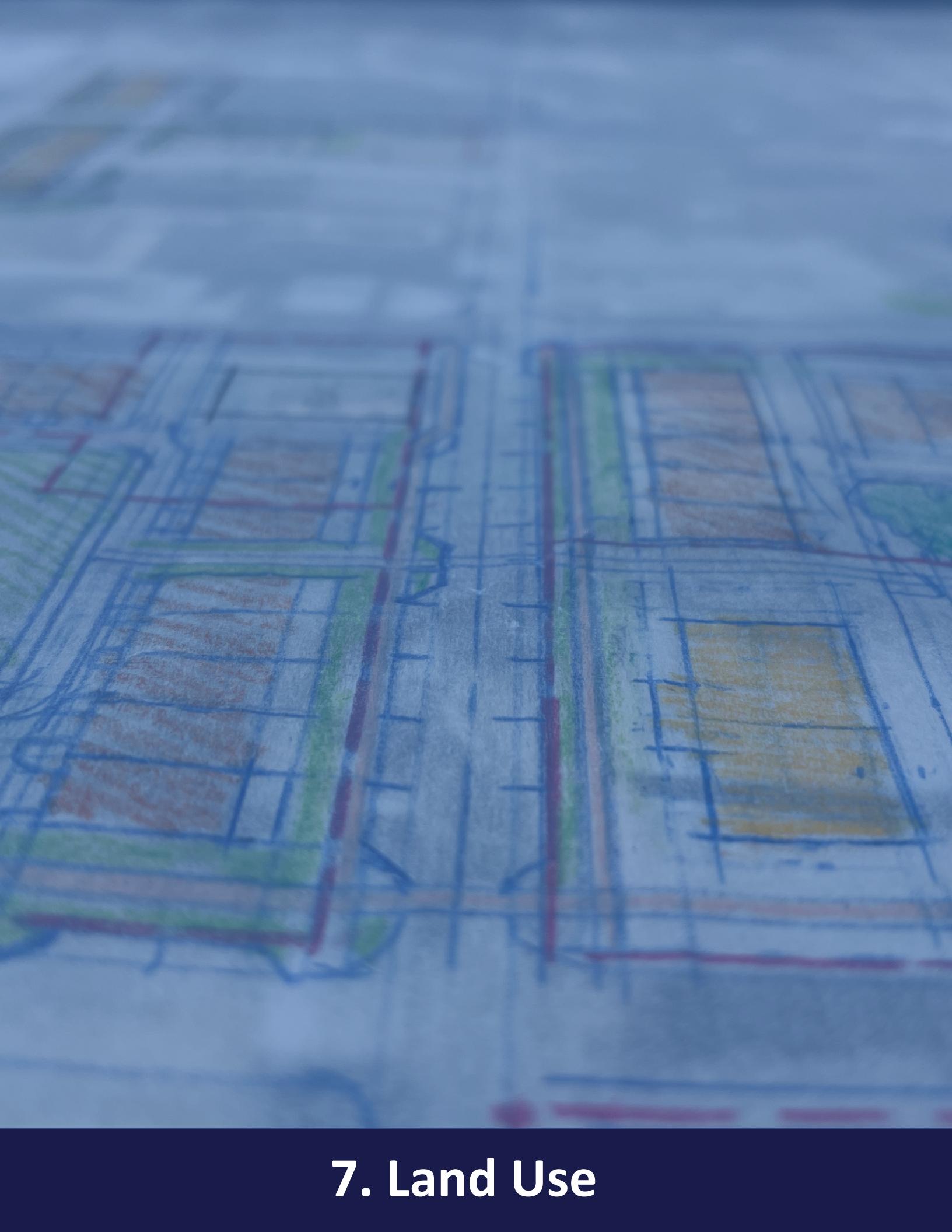
The availability and quality of community facilities is an important part of ensuring quality of life for City residents. Moving forward, it will be important to look for other opportunities to meet community needs as well as maintain agreements to continue those services.

Statesboro has experienced a growth in its young family

## 6. Economic Development

population. This adds to the increase in school enrollment in both Bulloch County and Statesboro. The average ACT scores of students from Statesboro High were 18.9 for English, 19.9 for Math, 21.4 for Reading, 20.3 for Science and 20.2 for Computers. It will be important to connect and coordinate opportunities with local employers to help guide and prepare students in high school to be more competitive for college admissions, as well as to take industry related work.

A well-functioning transportation system is important to any community, and Statesboro is no exception. Georgia Southern University operates its own transit system, which compliments the City's transit system.



## 7. Land Use

# Land Use

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The Georgia Department of Community Affairs Minimum Standards and Procedures for Local Comprehensive Planning require communities that are subject to the State of Georgia Zoning Procedures Law include a land use element within their comprehensive plan document. The City of Statesboro administers and enforces land use and zoning regulations. Therefore, the state's land use element requirement applies to the City of Statesboro Comprehensive Plan update.

Inclusion of a land use element within a comprehensive plan document is a sound initiative. Perhaps no other comprehensive planning element better relates to a community's long-term vision of growth, development, and vitality than how land within that community will be used by citizens and other public and private entities. Recognition of this inter-relationship results in the 2024 Comprehensive Plan's "Land Use Plan" component being inclusive of multiple aspects that work together and have an influence on the community.

The Land Use Plan focuses on the principal component - Character Areas. During the 2024 Comprehensive Plan Update, the City of Statesboro opted to utilize Character Areas rather than Future Land Use. The Character Area Map and supporting narratives provide a description of preferred land use districts for different parts of Statesboro and are the principal means by which the long-term land use goals and policies of the City of Statesboro are represented. The Statesboro Comprehensive Plan's Land Use Plan must be considered by local authorities when making land use recommendations, determinations, interpretations, and decisions in the future.

Demographic trends, current economic circumstances, and changing social attitudes often encourage communities to meet certain needs through the designation of land for particular uses. Land uses can ensure that land is distributed to meet the future needs of residents.

Looking forward, any targeted development or annexations into the City of Statesboro will need to be consistent with the general development strategy outlined in the Comprehensive Plan. To ensure that the City of Statesboro continues to develop with the highest and best use for land, efficient land use that provides for a healthy mix of uses and active transportation options is the development strategy will be utilized as often as is deemed appropriate. Current annexations taking place throughout the City of Statesboro are currently following this method.

## **Related Goals:**

- Diverse Economic Development
- Efficient Land Use Guided by Development Suitability
- Transportation Options
- Resource Management
- Housing Opportunities
- Quality of Life

## 7. Land Use

### 7.1. Existing Land Use Analysis

Changing conditions sometime lead to or require changes in land use. The understanding of established and potential future uses of land in the city should be a priority to address changing conditions. The City of Statesboro has undergone significant changes since the 2019 Comprehensive Plan Update. One major change is in city limits; the city has annexed property both to the north and south of its former city limits. Much of this property is designated for residential uses. Most land in Statesboro is designated for residential use, as it was in the past. The city recently updated their zoning districts, and the new Character Areas function in unison with these districts to ensure efficient and relatively predictable land use and development patterns in the future.

#### Statesboro Zoning Districts

The following are zoning districts for the City of Statesboro:

- R-2: Townhouse Residential District – This district will establish reasonable standards of performance and selection of permitted uses therein, in order to maintain and protect the desirable benefits which attached residential uses have throughout the community.
- R-3: Medium density Multi-Household Residential District – The R-3 District provides for orderly development of one household, two-household, three-household, and four-household dwellings, permitting and protecting the desirable benefits of such developments and appropriate associated uses for the City of Statesboro.
- R-4: High Density Residential District - The purpose of establishing high density residential districts is to encourage the logical and timely development of land for apartment and other high density residential purposes in accordance with the objectives, policies, and proposals of the most recently adopted comprehensive plan; to permit a variety of housing; to assure the suitable design of apartments in order to protect the surrounding environment of adjacent and nearby neighborhoods; and to ensure that the proposed development will constitute a residential environment of sustained desirability and stability and not produce a volume of traffic in excess of the capacity for which access streets are designed.
- R-6: One-Household Residential - R-6 residential district establishes reasonable standards of performance and selection of uses permitted therein, to maintain and protect the desirable benefits which one-household detached residential uses have throughout the community.
- R-15: One-Household Residential - The purpose of the R-15 residential district is to establish reasonable standards of performance and selection of uses permitted therein, in order to maintain and protect the desirable benefits which one-household detached residential uses have throughout the community.
- R-40: One-Household Residential -The purpose of the R-40 residential district is to establish reasonable standards of performance and selection of uses permitted therein, in order to maintain and protect the desirable benefits which one-household detached residential uses have throughout the community.
- CBD: Central Business District - The purpose of the CBD district is to provide for the orderly development of a major business and commerce area of the city in accordance with the objectives, policies, and proposals of the comprehensive plan. The development of this district must be directed as to the plans and redevelopment proposals heretofore shown in the comprehensive plan and studies which may subsequently follow. The logical and timely development of land for business purposes is herein a stated purpose of this district. The district proposes to permit a uniformity of design to ensure the orderly arrangement of buildings, land uses and parking areas, and all construction hereafter proposed for this area must be related to this objective. The architectural and design arrangement of buildings are encouraged to conform to the general character and plans of the central business district.
- O: Office and Business Office District - The purpose of the O district is to provide for orderly development of office and business uses, permitting and protecting the desirable benefits of such developments and appropriate associated uses.
- MX: Mixed-Use District - The purpose of the MX district is to provide for orderly development and redevelopment of residential, commercial, and office uses in a walkable built environment, permitting and protecting the desirable benefits of such developments and appropriate associated uses for the City of Statesboro.
- HOC: Highway Oriented Commercial District - The HOC highway oriented commercial district is for establishments offering accommodations, supplies, or services to motorists, and for certain specialized uses such as retail

## 7. Land Use

outlets, extensive commercial amusements, and service establishments which, although serving the entire community and its trading area, do not and should not be encouraged in other retail commercial or nonretail commercial districts. The HOC districts ordinarily must be located along roads designated in the major thoroughfare plan as major highways.

- L-I-: Light Industrial District- The purpose of the L-I district is to establish and preserve areas for industrial and related uses of such a nature that they do not create serious problems of compatibility with other kinds of uses.
- PUD: Planned Unit Development District Overlay - The purpose of the PUD district is to permit great flexibility in the use and design of structures and land in situations where modification of specific provisions of this Zoning Ordinance will not be contrary to its intent and purpose or significantly inconsistent with the planning on which it is based and will not be harmful to the neighborhood in which they occur.

### Character Areas

When determining how best to use the 2024 Comprehensive Plan's Character Area maps and supporting narratives, the reader should be mindful of the following two (2) parameters:

1. Character Area Boundaries: The Character Area boundaries in this document represent general Character Area location. In this document, Character Areas follow existing parcel lines, but they are not required to. Generally,

changes to Character Areas are permitted so long as the change is compatible with nearby Character Areas. Therefore, it is possible to assume that small parcels located directly adjacent to one (1) or more character areas may be permitted by the local government to develop according to the parameters of the adjacent area rather than the area in which it is located. Such an action should be taken sparingly, and the decision should only be made if the local government can show that it is consistent with the recommendations provided in other sections of the Comprehensive Plan or other local policy documents. Generally, a parcel should develop according to the parameters established in the specific character area in which it is located. The City of Statesboro is strongly encouraged to initiate amendments to its Character Area Map whenever the community intends to promote a development pattern in an area that is contrary to the adopted map.

2. Character Area Narratives: The narratives located on the following pages correspond to the Character Area Map and should be viewed as general policy statements - as statements of intent. Their use and applicability are similar to those other goals and policy statements found in the Community Goals component of the Community Agenda. They should inform future development decisions and perhaps form the basis for a more detailed topic - specific studies in the future.

The Character Area Map presented herein is an update to (and supersedes) the prior Character Area Map that was included in the last comprehensive plan document.

### 7.1.1 Character Area Designations

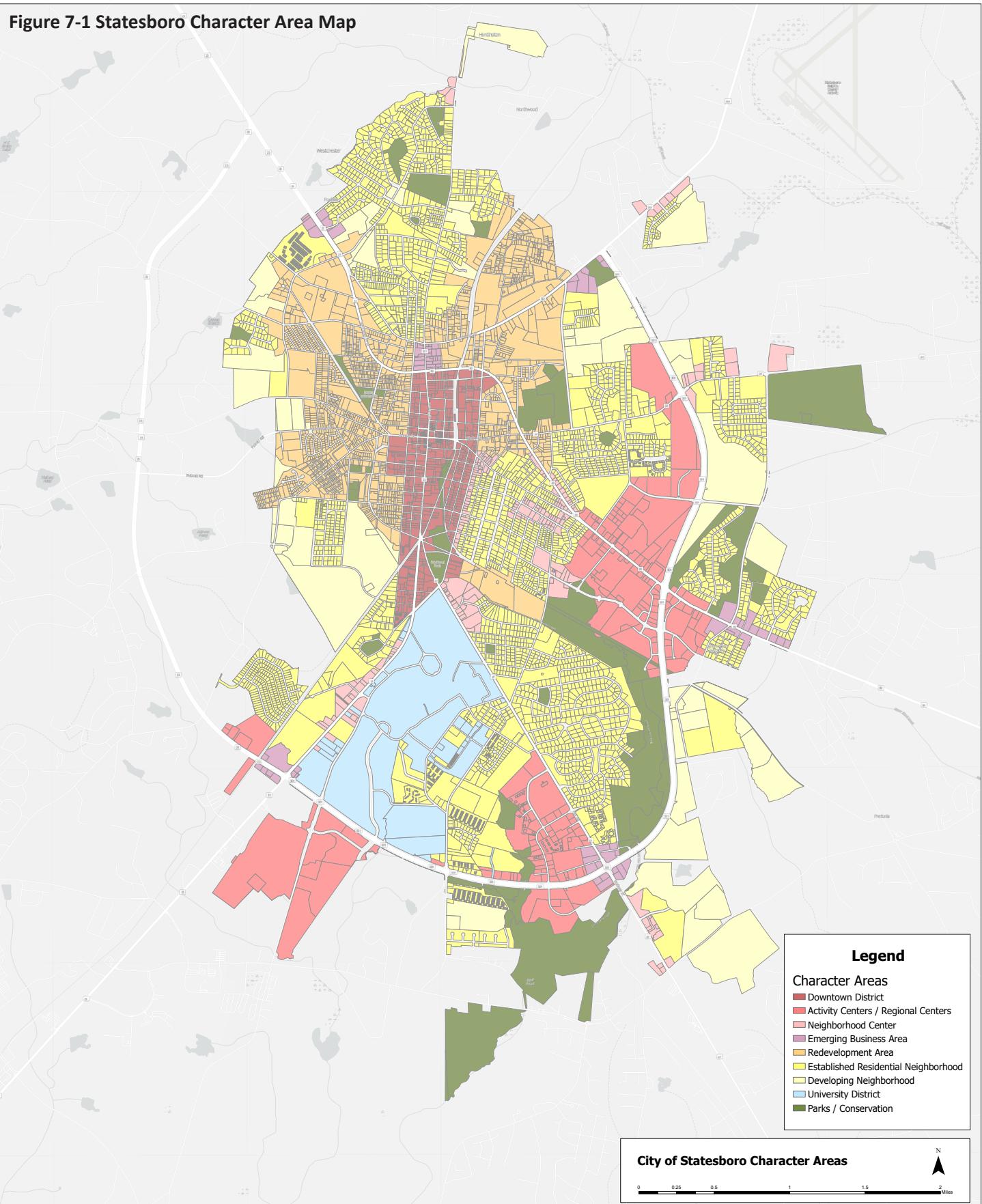
Table 7-1 Character Area Designations Summary

Character Area	Description	Compatible Zoning
Downtown District	Downtown is the historic core of the city and should remain the activity and cultural hub of the region. In the Downtown District, traditional development of buildings along the sidewalk and a lively streetscape shall be encouraged.	<ul style="list-style-type: none"><li>• CBD</li><li>• MX</li><li>• O</li><li>• PUD</li><li>• R-2</li><li>• R-3</li><li>• R-4</li></ul>
Activity Centers / Regional Centers	Currently dominated by auto-oriented design and large surface parking lots, the Activity Centers / Regional Centers may evolve overtime into pedestrian oriented shopping, office, and entertainment places that may also accommodate high-density residential development	<ul style="list-style-type: none"><li>• MX</li><li>• O</li><li>• PUD</li><li>• HOC</li><li>• R-2</li><li>• R-3</li><li>• R-4</li></ul>

## 7. Land Use

Character Area	Description	Compatible Zoning
Neighborhood Center	This area is characterized by a blend of low to medium density neighborhood scale development that may be commercial, office or mixed-use, with some residential.	<ul style="list-style-type: none"> <li>• MX</li> <li>• O</li> <li>• PUD</li> <li>• R-2</li> <li>• R-3</li> </ul>
Emerging Business Area	Primarily located on major arterials at or near to their intersections, these areas serve as gateways to specific areas of activity in the city. Careful attention to developmental standards, signage, landscaping, and similar elements shall be encouraged to encourage a distinct sense of place.	<ul style="list-style-type: none"> <li>• MX</li> <li>• O</li> <li>• PUD</li> <li>• HOC</li> <li>• R-2</li> <li>• R-3</li> <li>• R-4</li> </ul>
Redevelopment Area	This area is generally consistent with the Statesboro URP area and is an area where the city shall encourage redevelopment of underutilized parcels and neglected structures. Redevelopment within this area will generally be of a medium density and will be characterized by pedestrian-oriented neighborhood scale development. This area may contain residential and non-residential uses.	<ul style="list-style-type: none"> <li>• MX</li> <li>• O</li> <li>• PUD</li> <li>• R-2</li> <li>• R-3</li> <li>• R-4</li> <li>• R-6</li> </ul>
Established Residential Neighborhood	These areas are primarily residential neighborhoods that have been developed and may contain some non-residential uses. These areas are typically low to medium density; however, some higher density residential neighborhoods are located within this area. Significant growth and change are generally not anticipated in this area.	<ul style="list-style-type: none"> <li>• R-2</li> <li>• R-3</li> <li>• R-4</li> <li>• R-6</li> <li>• R-15</li> <li>• R-40</li> <li>• PUD</li> </ul>
Developing Neighborhood	These areas are primarily residential areas that may contain a mix of single-family homes, townhomes, or other low to medium density residential developments. Neighborhood-serving commercial development may also be located within this area.	<ul style="list-style-type: none"> <li>• R-2</li> <li>• R-3</li> <li>• R-4</li> <li>• R-6</li> <li>• R-15</li> <li>• R-40</li> <li>• PUD</li> <li>• MX</li> <li>• O</li> <li>• HOC</li> </ul>
University District	Anchored by Georgia Southern University, a traditional four-year college campus, development of this area should focus heavily on pedestrian and bike accessibility, as well as transit.	<ul style="list-style-type: none"> <li>• EXT</li> </ul>
Parks / Conservation	These areas include natural lands and environmentally sensitive areas not suitable for development and areas of green space that shall be conserved for active and passive recreation, as well as protection of environmentally sensitive areas, such as wetlands and floodplains.	<ul style="list-style-type: none"> <li>• R-6</li> <li>• R-15</li> <li>• R-40</li> <li>• PUD</li> </ul>

## 7. Land Use



# 7. Land Use

## 7.1.2 Downtown District

The Downtown District Character Area includes the central historic portion of Statesboro located in the vicinity of the intersecting area of Main Street. The area is intended to continue to be the central business district of the city and the region. The Downtown District shall contain many of the characteristics that define a vibrant traditional downtown by promoting building, site and streetscape design features that encourage street-level pedestrian activity. The area should support a wide mixture of office and retail uses within structures with the potential for residential uses to be located on upper floors. It can also include office-related government and institutional uses. Urban building form should be promoted except for properties that contain the city's few remaining historic homes which should be redeveloped according to their more historic and picturesque character.



### Future Development Strategies

- Promote office, retail, and institutional uses primarily within mixed-use buildings.
- Provide assistance to homeowners who wish to have their home listed on the National Register of Historic Places.
- Limit future residential uses to existing historic homes, upper floors of office/retail buildings or multi-story residential buildings that are designed with a traditional urban form.
- Orient new buildings so that a minimum percentage of each lot is framed by a street-facing building façade located close to the public sidewalk.
- Allow increased building density if incorporating traditional design features.

- Permit office and retail uses within existing historic homes to provide incentives for building preservation.

- Develop wide urban sidewalks (curb to building) with street trees, street furniture, uniform signage, pedestrian scale streetlights, buried utilities and pedestrian crosswalks.
- Provide opportunities for on-street parking and street design features that slow traffic (traffic calming features) to ensure that the district remains pedestrian-friendly.

### Zoning Analysis

The zoning categories that are compatible for future development within the Downtown District Character Area include:

- Central Business District (CBD)
- Mixed Use (MX)
- Office and Business Office District (O)
- Townhouse Residential District (R-2)
- Medium density Multi-Household Residential District (R-3)
- High Density Residential District (R-4)
- PUD: Planned Unit Development Overlay (PUD)



### Implementation Strategies

- Maintain/enhance integrity of interconnected grid and pedestrian circulation interconnectivity.
- New development should respect the historic context of building mass, height, and setbacks.
- New developments should contain a mix of residential, commercial and/or community facilities at a small enough scale and proximity to encourage walking between destinations.
- Historic structures should be preserved or adaptively reused wherever possible.

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- Encourage mixed-use infill and redevelopment. Uses should typically transition across the rear of properties instead of across the street to soften the transition and maintain appropriate streetscapes.
- Economic development strategies should continue to nurture thriving commercial activity.
- Enhance tree planting to include more shade trees and ornamental streetscape plantings.
- Ensure that future phases of streetscape enhancements are developed in harmony with previous efforts as well as economic development goals of the City and the Downtown Statesboro Development Authority (DSDA) /Main Street program.
- Develop architectural guidelines to guide new development and renovations of historic buildings.
- Encourage downtown merchants/DSDA to work together in marketing downtown.
- Redevelop warehouses for major employers/tenants to build a critical mass of downtown activity.
- Implement the downtown master plan to identify infill/ redevelopment opportunities, enhance public/private partnerships, and develop a detailed strategy for a sustainable downtown.
- Update sign ordinance to be consistent with downtown architecture and pedestrian scale.

surface parking lots, the Activity Centers / Regional Centers may evolve overtime into pedestrian oriented shopping, office, and entertainment areas that may also accommodate high-density residential development. Where excess parking is located, redevelopment can break up large surface parking lots. The addition of street trees and landscaping can enhance the general appearance and walkability of this area. Improved access and safety for pedestrians and cyclists highly encouraged.



## Future Development Strategies

- Small, mid-size, and regional retail and commercial centers, including big box stores.
- Redeveloped shopping centers should be encouraged to include diverse uses and pedestrian-scaled elements.
- Diverse mix of higher density housing types, such as multi-family, town houses, apartments, lofts, and condos.
- Entertainment
- Multi-Family
- Medical / Office

## Zoning Analysis

The zoning categories that are compatible for future development within the Activity Centers/ Regional Centers Character Area include:

- Mixed Use (MX)
- Office and Business Office District (O)
- Highway Oriented Commercial District (HOC)
- Townhouse Residential District (R-2)
- Medium density Multi-Household Residential District (R-3)
- High Density Residential District (R-4)

### 7.1.3 Activity Centers / Regional Centers

Currently dominated by auto-oriented design and large



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- PUD: Planned Unit Development Overlay (PUD)



## Implementation Strategies

- Infill and redevelopment in these areas should occur according to a master plan that allows for mixed uses, transportation choices and urban design that mitigates the appearance of auto-dependence (such as screening parking lots or locating parking areas primarily to the sides and rear of buildings).
- Encourage infill, new, and redevelopment to build close to the street.
- Future developments and highway improvements within these areas should include pedestrian and bicycle access to surrounding neighborhoods.
- Connect these areas with existing and proposed networks of bicycle paths, sidewalks and multi-use trails (such as the McTell Trail, the Julius Abraham Trail, and the S&S Greenway Trail).
- Require shade trees to be planted in parking lots and along highway corridors.
- Evaluate parking ordinances for appropriate standards, including maximum standards and shared parking.
- Focus on redevelopment in areas of disinvestment (such as those that have become or are in danger of becoming greyfields). Development strategy should encourage uses and activities that are suitable for the immediately surrounding character areas.
- Incorporate inter-parcel connectivity, especially along major thoroughfares.

- Include community gathering places, such as squares, plazas, etc. into commercial and mixed-use developments.
- New residential development that reflects traditional neighborhood design principles, such as smaller lots, orientation to street, mix of housing types, pedestrian access to neighborhood commercial centers.
- New developments that contain a mix of residential, commercial uses and community facilities at small enough scale and proximity to encourage walking between destinations.
- Use infrastructure availability to steer development away from areas of natural, cultural, and environmentally sensitive resources.



## 7.1.4 Neighborhood Center

This area is characterized by a blend of low to medium density neighborhood scale development that may be commercial, office or mixed-use, with some residential. This character area often acts as a buffer or transition area between single family residential areas and more intense commercial areas. These areas may be likely to experience strip development if growth is not properly managed. This character area strives to balance the provision of neighborhood services with the protection of the neighborhood character of nearby residential areas.

### Future Development Strategies

- Single family residential
- Medium density residential
- Neighborhood scale commercial, office, and service

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## Zoning Analysis

The zoning categories that are compatible for future development within the Neighborhood Center Character Area include:

- Mixed Use (MX)
- Office and Business Office District (O)
- Townhouse Residential District (R-2)
- Medium density Multi-Household Residential District (R-3)
- PUD: Planned Unit Development Overlay (PUD)



## Implementation Strategies

- A mix of approximately scaled retail, services, and offices to serve neighborhood residents day to day need.
- Residential development should reinforce the center through locating higher density housing options adjacent to the center.
- Pedestrian oriented, with strong walkable connections between different uses
- Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Include direct connections to greenspace and trail networks.

- Enhance the pedestrian friendly environment by adding sidewalks and creating other pedestrian friendly trail/bike routes linking to other neighborhood amenities.
- Encourage compatible architecture styles that maintain local character.
- Particular attention should be paid to signage to prevent visual clutter.
- Encourage wayfinding on site and monument style signage.
- Residential development should reinforce the traditional town center through a combination of rehabilitation of historic buildings and compatible new infill development.
- Encourage minimal building setback requirements from the street and parking in the rear to ensure that the corridors become more attractive as properties develop or redevelop.
- Implement traffic calming measures along major roadways.
- Enact guidelines for new development that enhance the scenic value of the area and addresses landscaping and architectural design.
- Provide pedestrian linkages to adjacent and nearby residential or commercial districts.



### 7.1.5 Emerging Business Area

The Emerging Business Character Areas are primarily located on major arterials at or near to their intersections, these areas serve as gateways to specific areas of activity in the city. Careful attention to developmental standards, signage,

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landscaping, and similar elements shall be encouraged to encourage a distinct sense of place.



## Future Development Strategies

- Small And Mid-Size Regional Retail and Commercial Office
- Entertainment Services
- Multifamily Residential
- Mixed-Use Retail / Office/ Residential Buildings

## Zoning Analysis

The zoning categories that are compatible for future development within the Emerging Business Character Area include:

- Mixed Use (MX)
- Office and Business Office District (O)
- Highway Oriented Commercial District (HOC)
- Townhouse Residential District (R-2)
- Medium density Multi-Household Residential District (R-3)
- High Density Residential District (R-4)
- PUD: Planned Unit Development Overlay (PUD)

## Implementation Strategies

- There should be good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street network connectivity, connectivity to adjacent properties/subdivisions, and multiple site access points.
- Encourage compatible architecture styles that maintain regional character.
- Screen parking areas from view through attractive landscaping, low fencing, etc. Where feasible, locate parking beside or behind buildings.
- Install streetscape improvements which reflect the

character of Statesboro through special treatment of sidewalks (such as pavers, scored concrete, etc.), pedestrian scaled lighting, street trees, hardscape, seasonal plantings, etc.



## 7.1.6 Redevelopment Area

This area is generally consistent with the Statesboro URP Area and is an area where the city shall encourage redevelopment of underutilized parcels and neglected structures. Redevelopment within this area will generally be of a medium density and will be characterized by pedestrian-oriented neighborhood scale development. This area may contain residential and non-residential uses. A strategic balance of community services is desired to serve the local population. Residential areas within this Character Area have most of its original housing stock in place but may also have worsening housing conditions due to low rates of homeownership and neglect of property maintenance. There may be a lack of neighborhood identity and gradual incursion of different types and intensity of use that may not be compatible with the character of the neighborhood. Sometimes in neighborhoods that have declined sufficiently that housing conditions are bad, there may be large areas of vacant land or deteriorating, unoccupied structures. When redeveloping, this character area incorporates on-site access management features, and uniform building, site, landscaping, and sign standards to improve function and aesthetics.

## Future Development Strategies

- Provide incentives for new businesses to locate here.
- Add and require bicycle and pedestrian facilities to create connections to downtown and nearby residential areas.
- Ensure significant perimeter buffering when adjacent to residential and open space corridor areas.

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- Utilize uniform design standards for buildings and landscaping.
- Review signage guidelines for this area and adjust accordingly.
- Control vehicular access via utilization of access management features that extend curb spacing and promote shared access.
- Ensure development is consistent with the Blue Mile Plan and the URP.
- Single Family detached housing.
- Lower density, Single Family attached housing.



### Zoning Analysis

The zoning categories that are compatible for future development within the Redevelopment Area Character Area include:

- Mixed Use (MX)
- Office and Business Office District (O)
- Townhouse Residential District (R-2)
- Medium density Multi-Household Residential District (R-3)

- High Density Residential District (R-4)
- One-Household Residential (R-6)
- PUD: Planned Unit Development Overlay (PUD)



### Implementation Strategies

- Reconfigure the parking lot and circulation routes for automobiles.
- Provide pedestrian and bicycling amenities including walkways, benches, lighting, and bike racks.
- Adding landscaping and other appearance enhancements, trees, and landscaping in parking lots to provide shade and help reduce storm water runoff.
- Building in centers architecturally integrated with the site and one another, and developed at a scale sufficient in size, bulk, and height to provide image identification for the center and the surrounding community.
- Location of higher density housing near commercial centers or along arterial roads, and single family detached housing elsewhere in the neighborhood.
- Accommodation of big box retail in a way that complements surrounding uses, such as breaking up the façade to look like a collection of smaller uses.
- Improvement of sidewalk and street appearance and amenities of commercial centers.
- Redevelopment of older commercial centers in lieu of new construction further down the corridor.
- New development matching the typical densities of the older center of community.
- Infill development on vacant sites closer into the center

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of community. These sites, with existing infrastructure in place, are used for new development, matching character of surrounding neighborhood in lieu of more development on greenfield sites.

- Street layouts that match those in older parts of the community and connect to the existing street network at many points.
- Retrofit buildings to be more aesthetically appealing, and therefore, more marketable to prospective tenants.
- Building new commercial structures at the street front, taking up a portion of the oversized parking lot and creating a shopping “square” around a smaller internal parking lot.
- Upgrading the appearance of existing older commercial buildings with façade improvements.
- Focus on strategic public investments to improve conditions, appropriate infill development on scattered vacant sites, and encouraging more homeownership and maintenance or upgrade of existing properties.
- Public investment in sidewalks, right of way improvements, and redevelopment incentives should be focused where needed to ensure that the neighborhood becomes a more stable, mixed income community with a larger percentage of owner-occupied housing.
- The redevelopment strategy for the area should focus on preserving what remains of the original housing stock, while rebuilding on the remaining land, a new, attractive neighborhood following the principles of traditional neighborhood development.
- Strengthen code enforcement, property maintenance, and the demolition of dilapidated structures in area.
- The neighborhood should include a well-designed new neighborhood activity center at the appropriate location, which would provide a focal point for the neighborhood, while also providing a suitable location for a grocery store, hardware store, school, and similar appropriately scaled retail establishments serving neighborhood residents.
- New streets should be connected (i.e., minimize or prohibit cul-de-sacs, to disperse traffic, shorten walking/biking trips.

- Design features that encourage safe, accessible streets should be employed- such as narrower streets, on street parking, sidewalks, street trees, and landscaped raised median for minor collectors and wider streets.



## 7.1.7 Established Residential Neighborhood

These areas are primarily residential neighborhoods that have been developed and may contain some non-residential uses. These areas are typically low to medium density; however, some higher density residential neighborhoods are located within this area. Significant growth and change are generally not anticipated in this area. Many of the Established Residential Neighborhoods of Statesboro were developed from the late 19th to mid-20th century, and feature connected street grids linked with downtown, however newer residential neighborhoods of varying densities and intensities are also included in this character area. In older more historic neighborhoods, sidewalks should be located on both sides of major streets; lesser streets may have limited facilities. Newer established neighborhoods may be more suburban and auto oriented in form. Any new structures should blend into the existing fabric of the neighborhood, through similar heights and setbacks.



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## Future Development Strategies

- Neighborhood services
- Single family residential
- Townhomes
- Multifamily where appropriate

## Zoning Analysis

The zoning categories that are compatible for future development within the Established Residential Neighborhood Character Area include:

- One-Household Residential (R-6)
- One-Household Residential (R-15)
- One-Household Residential (R-40)
- Townhouse Residential District (R-2)
- Medium density Multi-Household Residential District (R-3)
- High Density Residential District (R-4)
- PUD: Planned Unit Development Overlay (PUD)



## Implementation Strategies

- Ensure that new development and land uses do not encroach upon or detract from the character of the recognized National Historic Districts within this area.
- Consider creating local historic districts to protect Savannah Avenue and other historic residential areas from inappropriate development and to restrict the demolition or substantial alteration of recognized historic structures.
- Enhance existing pedestrian connectivity by repairing/replacing sidewalks and adding new ones, where necessary.
- Develop architectural guidelines to guide new development and renovations of historic buildings within historic districts.
- Residential developments that incorporate “corner commercial” sites such as dry cleaning or convenience

grocery or similar retail services.

- Enlisting significant site features (view corridors, water features, farmland, wetlands, parks, traits, etc.) as amenity that shapes identity and character of development.
- Retrofitting existing residential communities to improve pedestrian and bicycle access and connectivity with nearby commercial areas.
- Revitalization of existing neighborhood commercial centers to capture more market activity and serve as community focal points.
- Infill, redevelopment, and new development should promote lot sizes and setbacks appropriate for each neighborhood.
- Neighborhood redevelopment should promote a tight grid of small lot single family development which utilizes more efficient lot and block layouts. New structures should respect the existing architectural fabric of the neighborhood.
- Promote an interconnected street grid through appropriate revisions to development regulations. • Streets, especially thoroughfares, should incorporate Context Sensitive Solutions (CSS) to provide traffic calming and protect community character



### 7.1.8 Developing Neighborhood

These areas are primarily residential areas that may contain a mix of single-family homes, townhomes, or other low to medium density residential developments. Neighborhood-serving commercial development may also be located within this area. These areas may be currently undeveloped or in the process of developing. Many of these areas

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are currently undeveloped or minimally developed but under pressure to grow in a suburban manner, which has conventionally featured separate land uses, primarily single-family residential uses, and strip mall developments along outparcels. In the future, the City of Statesboro intends these areas to grow with a mix of single-family homes, townhomes, or other low to medium density residential developments. Some of these new neighborhoods may develop in a more urban manner, with small-lot housing, likely with clustered densities, green space, and a higher level of resident amenities. Existing street networks may currently be suburban in nature with limited connectivity, but new development should strive to increase connectivity and walkability within developments, to existing streets, and to adjacent undeveloped properties.



## Future Development Strategies

- Single Family housing
- Multi-family residential
- Community services
- Small to medium-size retail and commercial
- Some areas may support mixed-use development.
- Mixed residential and neighborhood scale retail, commercial, and office
- Small scale office
- Diverse mix of housing types, such as multi family, townhomes, apartments, lofts, and condos.

## Zoning Analysis

The zoning categories that are compatible for future development within the Developing Neighborhood Character Area include:

- Mixed Use (MX)
- Office and Business Office District (O)
- Highway Oriented Commercial District (HOC)
- One-Household Residential (R-6)
- One-Household Residential (R-15)

- One-Household Residential (R-40)
- Townhouse Residential District (R-2)
- Medium density Multi-Household Residential District (R-3)
- High Density Residential District (R-4)
- Planned Unit Development Overlay (PUD)



## Implementation Strategies

- Large new developments should be master planned to include mixed uses wherever appropriate. These developments should blend residential uses with schools, parks, recreation, retail businesses, and services, linked together in a compact pattern that encourages walking and minimizes the need for auto trips.
- Clustering development to preserve open space within site.
- Utilizing existing site features (view corridors, water features, farmland, wetland, trails, parks, storm retention, etc.) as amenities that shape identity and character of the development.
- Using infrastructure availability and planning to steer development away from areas of natural, cultural, and environmentally sensitive resources.
- New developments should provide recreational facilities and open space to meet the needs of their residents.
- Promote walking and bicycling as an alternative means of transportation through the provision of safe, accessible, and connected networks and bike storage facilities at destinations.
- Identify places of natural beauty and sensitive natural resources (such as wetlands) and protect these areas from development.

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- New development should be designed with respect to the existing landscape and strive to minimize impacts to the mature tree canopy coverage. Land clearing activities should be staged appropriately as part of the overall construction sequence and phased as needed.
- Residential development that offers a mix of housing types (single family homes, town homes, live/work units, lofts over the shops, and apartments), densities and prices in the same neighborhood.
- Residential development with healthy mix of uses (corner groceries, barber shops, drug stores, within easy walking distances of residences.
- New development that contains a mix of residential, commercial uses and community facilities at small enough scale and proximity to encourage walking between destinations.
- Clustering development to preserve open space within site.
- Plant shade trees along streets and sidewalks.
- Allow multifamily residences in appropriate locations to increase neighborhood density and income diversity.
- Residential developments that incorporate “corner commercial” sites with neighborhood services
- Site plans, buildings design, and landscaping that are sensitive to natural features of the sites, including topography and views. Using infrastructure availability and planning to steer development away from areas of natural, cultural, and environmentally sensitive resources.
- Streets should incorporate context sensitive solutions to provide traffic calming and protect community character.
- Pocket parks or other green space or community space should be provided within walking distance of homes.



## 7.1.9 University District

The University District is anchored by Georgia Southern University, a traditional four-year college campus. Academic and administrative buildings, residence halls and dorms, student activity centers, cafeterias, performing arts venues, and ancillary buildings are found in the campus core, which is organized around an internal pedestrian circulation system. Pedestrian and bicycle connectivity within the campus is excellent. Parking lots are found along the periphery, allowing students, faculty, and staff to park and walk to buildings and facilities in the core, but this has caused the City exterior circulation issues. Development within this area, whether on campus or nearby, should focus heavily on pedestrian and bike accessibility, as well as transit. Transitioning the area along the northern side of campus into more active uses, such as residences, educational buildings, activity centers, etc. could significantly bridge the physical gap between downtown and the university.



### Future Development Strategies

- University related uses
- Parks and open spaces

### Zoning

Exempt (EXT) - Due to the University being State owned property, it is not within the zoning jurisdiction of the City of Statesboro.

### Implementation Strategies

- Encourage future growth within the academic core.
- Host formal discussions between GSU and the City of Statesboro on how to strengthen physical “town and gown” connections between the campus and adjacent commercial and residential areas.
- Consider the pros and cons of the greenbelt around

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campus, which physically separates the campus from the greater community.

- Continue to preserve open spaces such as Sweetheart Circle and areas of natural beauty, including Herty Pines.
- Collaboratively address parking needs on campus that affects public and private property in surrounding areas.
- Consider the installation of parking structures on campus as a parking solution. Potential sites include the existing parking areas near the Hwy 67 entrance, along Old Register Road, and along Chandler Road.
- Strengthen enforcement of code violations for private property, including property maintenance, parking, and structural conditions.
- Ensure adequate bicycle and pedestrian facilities for



students commuting to and from GSU campus.

## 7.1.10 Parks / Conservation

The Parks / Conservation Character Area provides Statesboro with different types of open spaces. Generally, parks such as Luetta Moore Park, Mill Creek Park, and Splash in the 'Boro have more of a public recreation focus, with some being more active in nature, and others more passive. The city will continue to improve pedestrian safety and accessibility around these locations. Areas of conservation may have a recreation aspect to them, however these areas are mostly for the preservation and conservation of open spaces that are critical for environmentally sensitive areas, such as wetlands and floodplains. Development in this area is discouraged, and if it occurs shall be minimal.

### Future Development Strategies

- Open Space



- Multi-purpose paths/trails
- Active and Passive Recreation

### Zoning Analysis

The zoning categories that are compatible for future development within the Parks / Conservation Character Area include:

- One-Household Residential (R-6)
- One-Household Residential (R-15)
- One-Household Residential (R-40)



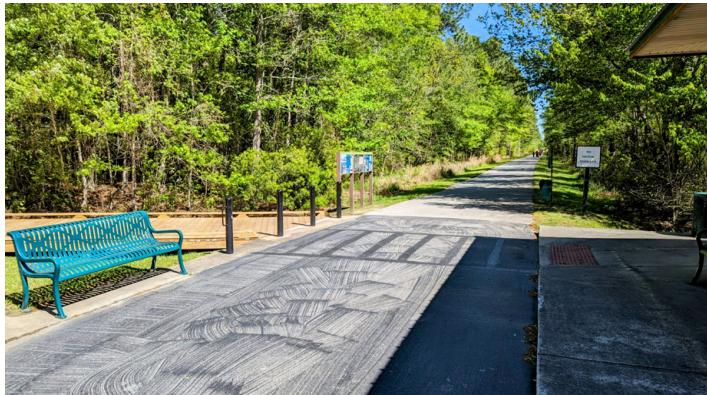
- PUD: Planned Unit Development Overlay (PUD)

### Implementation Strategies

- Incorporate passive recreation, such as multi-purpose trails, in green space areas to increase access to natural areas and increase transportation alternatives.
- Within these areas, identify places of natural beauty and sensitive natural resources (such as wetlands) and protect these areas from development; consider the use of conservation easements for increased protection in perpetuity.

## 7. Land Use

- New development should be master-planned and carefully linked to surrounding developed areas through a network of streets.
- Incorporate passive recreation, such as multi-purpose trails, in green space areas to increase access to natural areas and increase transportation alternatives.
- To allow for greater design flexibility, consider the use of net density instead of minimum lot sizes in areas adjacent to sensitive natural lands or green space.
- Future developments and highway improvements within these areas should include pedestrian and bicycle access to surrounding neighborhoods and the greater Statesboro



community.

### 7.1.11 Summary of Land Use and Goals

Statesboro has grown substantially in the last ten years in part due to several large new developments. Since the previous comprehensive plan, the city has extended its boundaries and annexed several properties. Most of the land in Statesboro has been and remains designated for residential uses. The increases in the population are linked both to the expansion of the local university, as well as transplants into the community from other areas. In the past, citizens have expressed a desire to increase green space, as well as walkability in the city, which has resulted in prioritizing these goals into new developments. The increased area designated for Parks / Conservation notes the growing importance of these Land Uses to the city.



## 8. Broadband

# Broadband

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In 2018, Georgia launched the Georgia Broadband Deployment Initiative with the intent to provide high-speed Internet to rural communities statewide and other under-served areas. These communities did not meet the minimum required Internet speeds of 25 Mbps download and 3 Mbps upload.

## 8.1 Goals

- Community Facilities
- Economic Development

## 8.2 Benefits

Access to broadband Internet is one of the most crucial elements for a community looking to grow their economy, develop their workforce, and improve the overall quality of life for residents. Interest has already been shown in attracting new types of high-tech and advanced industries to the area to diversify the economy and provide jobs for a younger, more educated workforce. These types of industries and the workers they employ have come to expect fast, reliable Internet service and will seek out areas that can provide it. Staff have recognized this as a goal for the City of Statesboro and will identify any potential inadequacies in their current broadband network and apply to be designated as a Broadband Ready Community. A map of the broadband services can be found in Appendix A.

## 8.3 Current Access

According to the June 2022 Georgia Department of Community Affairs Broadband Availability Map, Bulloch County has broadband coverage in over 98 percent of locations (38,505 of 38,969). Most of the unserved locations in Statesboro can be found in western and southwestern developing areas.



## 9. Transportation

# Transportation

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The transportation element of the Statesboro Comprehensive Plan evaluates all modes of transportation operating within the city, including vehicular travel, transit, bicycle, pedestrian, aviation, boat, and train, as well as freight movements. These modes are reviewed both independently and as a coordinated and comprehensive transportation network.

## 9.1 Goals

The City of Statesboro will develop a comprehensive network which will place equal importance on all forms of transportation to minimize congestion and provide safe facilities for pedestrian/bike traffic.

- Increase pedestrian/bicycle safety and access to all portions of Statesboro.
- Create greater vehicular and non-vehicular interconnectivity between streets and developments to reduce dependency on existing major highways.
- Manage the long-term maintenance of City streets while improving access along major thoroughfares.

## 9.2 Existing Transportation Network

### 9.2.1 Roadways

The Statesboro roadway system consists of a network of federal, state, and local facilities, each of which have functional classifications determined by the Federal Highway Administration. Functional classifications group roadways into classes or systems according to the character of service they are intended to provide, and the amount of traffic carried. Functional classifications include Arterials, Collectors, and Local roads.

- Arterials are roadways that have the most access control. These roadways are designed to carry large volumes of traffic at high speeds and are typically for long distance travel. The arterial roads are further stratified as Principal or Minor Arterials based on the amount and type of traffic.
- Collector roads are designed to carry medium traffic levels at lower speeds, for distances that fall between Arterials and Local roads. These roadways collect traffic from the local network and provide access to the arterial system and provide a balance between access and mobility.

- Local roads are the most common and are not otherwise classified. They are designed specifically to have high accessibility and to connect to collector and arterial roads and are typically utilized for local trips rather than for through traffic.

### 9.2.2 Arterials

While not within city limits, Interstate 16 is the closest Interstate Highway to Statesboro and serves as a major transportation corridor for the area. Statesboro is connected to Interstate 16 primarily by US 301 and GA 67. A significant amount of growth and development is likely to occur along these two corridors in the future. Additional arterials in Statesboro include the Bypass around the city, US 80, parts of GA 24, and N Main Street. Arterials are generally designed for auto-traffic; however, bike and pedestrian facilities may exist as part of the roadway. Efforts should be made to improve pedestrian safety on these road types.

### 9.2.3 Collectors

Various collectors exist throughout Statesboro. These roads generally connect different neighborhoods within the city and are better suited for bike and pedestrian facilities due to the generally lower travel speed on these roads. Efforts should be made to expand these facilities where possible in order to encourage alternative modes of transportation between different neighborhoods in Statesboro.

### 9.2.4 Locals

Local roadways are found throughout Statesboro. These local roadways are maintained by local governments through a variety of local and state sources specifically designated for local facilities. Efforts should be made to ensure these local streets are designed for all forms of transportation. These streets are generally found within neighborhoods, therefore pedestrian safety is a priority, as they are frequently utilized by residents for walking and cycling.

## 9. Transportation

### 9.2.5 Bicycle and Pedestrian

Bicycle and pedestrian infrastructure in Statesboro are generally concentrated closer to Downtown, within existing neighborhoods and around the Georgia Southern University Campus. The Blind Willie McTell Trail connects Downtown to Georgia Southern University through the Blue Mile area. The S&S Railroad Bed Trail runs from Gentilly Road southeast into unincorporated Bulloch County. The City of Statesboro will continue to invest in bicycle and pedestrian infrastructure in order to provide residents with more options for active transportation.

### 9.2.6 Public Transit

The Coastal Regional Commission operates a regional rural public transit system serving the ten counties and 35 municipalities within the coastal region, including Glynn County. The Coastal Regional Coaches service is a demand-response, advance-reservation, regional rural public transit program. The service operates Monday through Friday 7:00 A.M. through 5:00 P.M. Coastal Regional Coaches vehicles are fully equipped for handicapped and wheelchair passengers.

The Statesboro Area Transit system provides over 30 stops within the city and is operated by the Coastal Regional Commission of Georgia. The Coastal Regional Commission is the designated sub-recipient of Federal Transit Administration funding and includes the City of Statesboro as part of their implementation plan. The city will have its own Cost Center for transit system service to its citizens.

### 9.2.7 Aviation

While not within city limits, the Statesboro Bulloch County Airport is the local aviation facility that connects Statesboro's citizens and businesses to the state and the nation. The airport is located three miles northeast of Statesboro's central business district and is owned jointly by the City of Statesboro and Bulloch County. The airport sits on 899 acres with two paved runways. The primary runway is 6,000 feet long and the secondary runway is 4,382 feet long. Bulloch County operates the airport, providing fueling, tie-downs, hangar rentals, pilot supplies, a pilot lounge, and flight planning resources.

There are over seventy aircraft based at the Statesboro Bulloch County Airport. Due to the location of the airport, the amenities it has to offer, the number of aircraft based at the airport, and the number of operations, the airport is designated as a Level III airport by the Georgia Aviation

System plan. A Level III airport is considered to be of national and regional significance.

The Statesboro Bulloch County Airport provides support to the following:

- Local law enforcement
- Medical doctors and organ transport
- Aerial agricultural operations
- U.S. military and other government agencies
- Environmental patrols
- Air Ambulance patient transfer
- Flight training
- School field trips and youth educational events.

### 9.2.8 Trucking

Significant freight volume within Bulloch County is carried by truck, with most of the truck travel occurring on I-16. Additional truck travel occurs off the Interstate system in Statesboro, including on US 80, US 301, GA 67 and along the bypass around Statesboro.

### 9.2.8 Rail Network

Railroads in Statesboro are currently privately owned and operated. The City of Statesboro maintains dialogue with the owners of defunct railroads to collaborate on converting some of these tracts into multi-use trails.

### 9.2.8 Parking

Parking facilities in Statesboro are most abundant in and around the downtown area. Much of this is on-street, curb parking. There are no large-scale public parking garages within the city, however there is abundant surface parking space in and around the Georgia Southern University campus, as well as within the major highway oriented commercial areas near Fair Road and Northside Drive.

## 9.3 Summary of Existing Transportation Plans

The City of Statesboro Transit Feasibility Study focused on the feasibility of adding some type of public transportation within Statesboro. This Transit Feasibility Study spanned all forms of public transportation. Additionally, the Statesboro and Bulloch County Joint Long Range Transportation plan is a collaboration between Bulloch County & The City of Statesboro. This plan will identify the level of service areas

## 9. Transportation

and traffic control issues within both the City and the County. This Plan is estimated for completion by August 2024. These plans will help the city and county in the coming years to direct investment and improvements to the most problematic areas in order to provide safety improvements, congestion relief, active transportation, and transit options for travel in and around the city.



## 10. Housing

# Housing

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**A**n analysis and understanding of the population in a community lays the foundation for the comprehensive plan and aids in the development of the road map for community initiatives. This examination reveals the major changes and trends in the population that are critical to land development and infrastructure placement which are consistent with this plan. Understanding households and other demographic information is critical when determining future service needs and expansions or cuts, developing housing, and creating amenities.

Most land use within the City of Statesboro is dedicated to residential properties. Providing quality diverse housing options should be a priority for any community which seeks to create or maintain a certain quality of life and attract new residents and businesses.

This section contains an evaluation of housing within Statesboro, as well as changes in the state of housing in the city and the neighboring areas within Bulloch County over the last decade. Information regarding the availability, adequacy, and suitability of housing is presented in this section through an analysis of the following:

- Number of Housing Units
- Housing Types
- Housing Cost
- Occupied and Vacant Housing
- Age of Housing
- Cost Burdened Households

Housing conditions within a community provide insight into the economic and social health of each area examined. Vibrant communities often contain both new housing development and renovated existing housing. High vacancy rates, large quantities of deteriorated housing, and lack of new development are indicators of stagnant growth, population loss, and potentially low quality of life..

## 10.1. Number of Housing Units

With an increasing population, the need for housing availability and affordability increases. According to Census data, the City of Statesboro contains 13,408 housing units. This represents a 17% increase since 2016, when there were only 11,992 units reported. This growth is consistent with the growth that has been occurring across Bulloch County and the coastal region of Georgia. According to the Statesboro Citywide Housing Study and Needs Analysis conducted in 2021, there is an annual average demand for 645 units of housing for the next 10 years, with most of the demand for new housing being generated from households making under \$35,000 annually.

## 10.2. Occupied and Vacant Housing

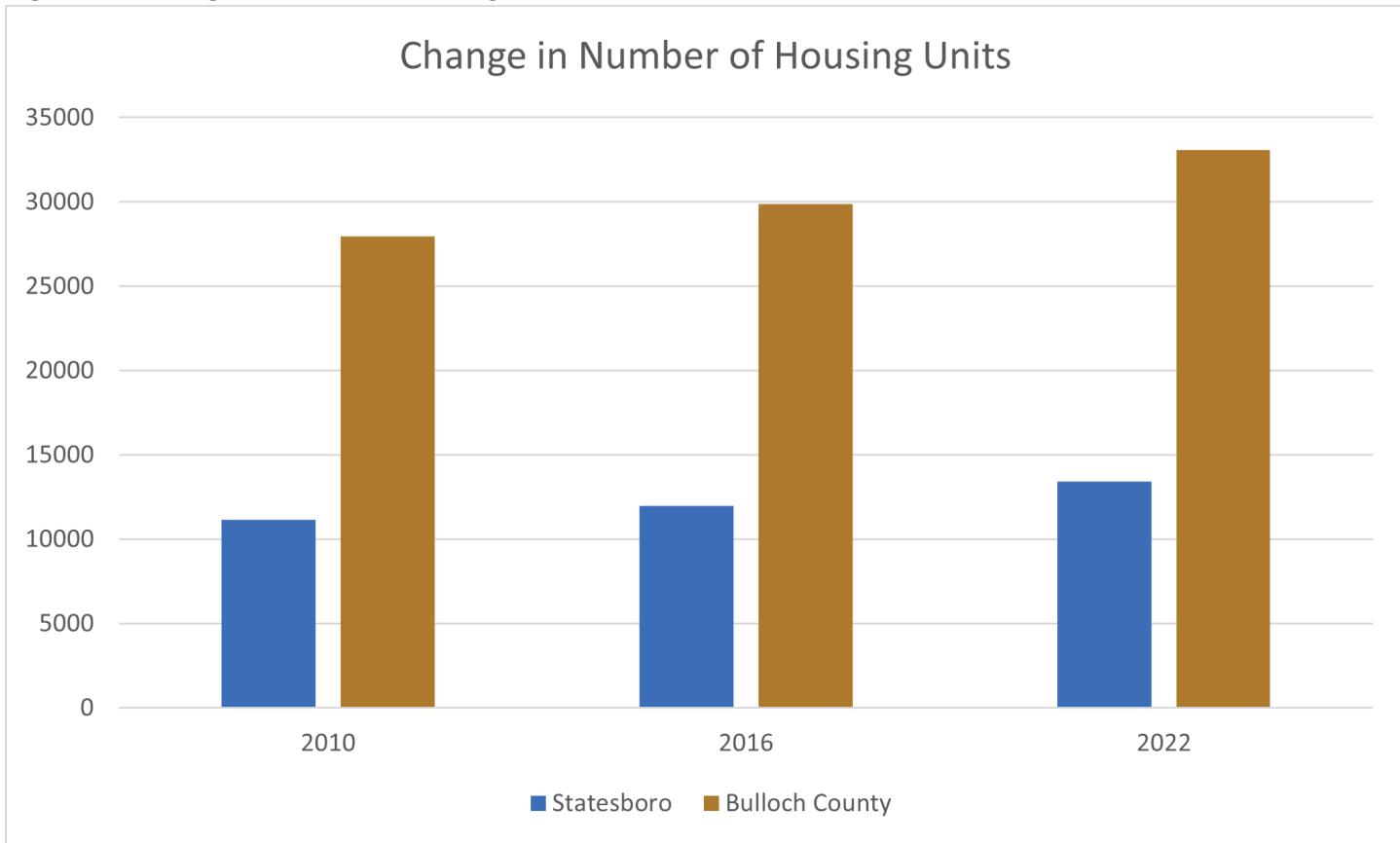
In 2022 there were 13,408 housing units and 11,857 of those were occupied, meaning that about 11.6% of homes in Statesboro were vacant. Of the occupied housing units, approximately 20% were owner-occupied in 2022, compared to 19% in the year 2016, meaning that after years of decreases the percentage of homeowners in Statesboro has stabilized.

## 10.3. Housing Types

Having a variety of housing types can be very important for a community by enabling more flexibility to meet the needs of a diverse population. As stated previously, Statesboro and its neighboring communities are growing; as that growth

## 10. Housing

Figure 10-1 Change in Number of Housing Units



continues, location and type of housing may have an effect on new residents. According to the data in the 2022 American Community Survey (ACS), Statesboro has a diversity of housing options. Roughly 35% of the housing stock consists of single-family detached dwellings which represents a slight decrease from 38% in 2016.

Apartment complexes (Greater than 10 units) provide about 23% of available housing within Statesboro. Because of its relatively young population due to Georgia Southern, the City of Statesboro will continue to encourage diverse housing options through the recently updated zoning ordinance.

### 10.4. Age of Housing

With 43.9 percent of the housing stock of Statesboro built since 1990, the city is a community of relatively newer homes, representative of its growth in recent years. 11.7% of the city's housing has been built since 2010. This represents a significant slowdown in the pace of housing construction compared to the previous decade when 19.3% of the city's stock of housing was constructed between 2000 and 2009. This slowdown in housing construction is consistent with local, regional, and national trends in homebuilding, with a lack of skilled labor, higher costs, and restrictive zoning laws often cited as factors for this decline. Only 5.2% of Statesboro's stock of housing is from the Pre-War Era (before 1940). Few historic homes remain in part due to demolition, neglect, and lack of preservation. Preservation of the older homes which remain should be considered for their architectural value and cultural impact, particularly in areas where new development and redevelopment are occurring or will occur.

## 10. Housing

Figure 10-2 Statesboro Housing Types

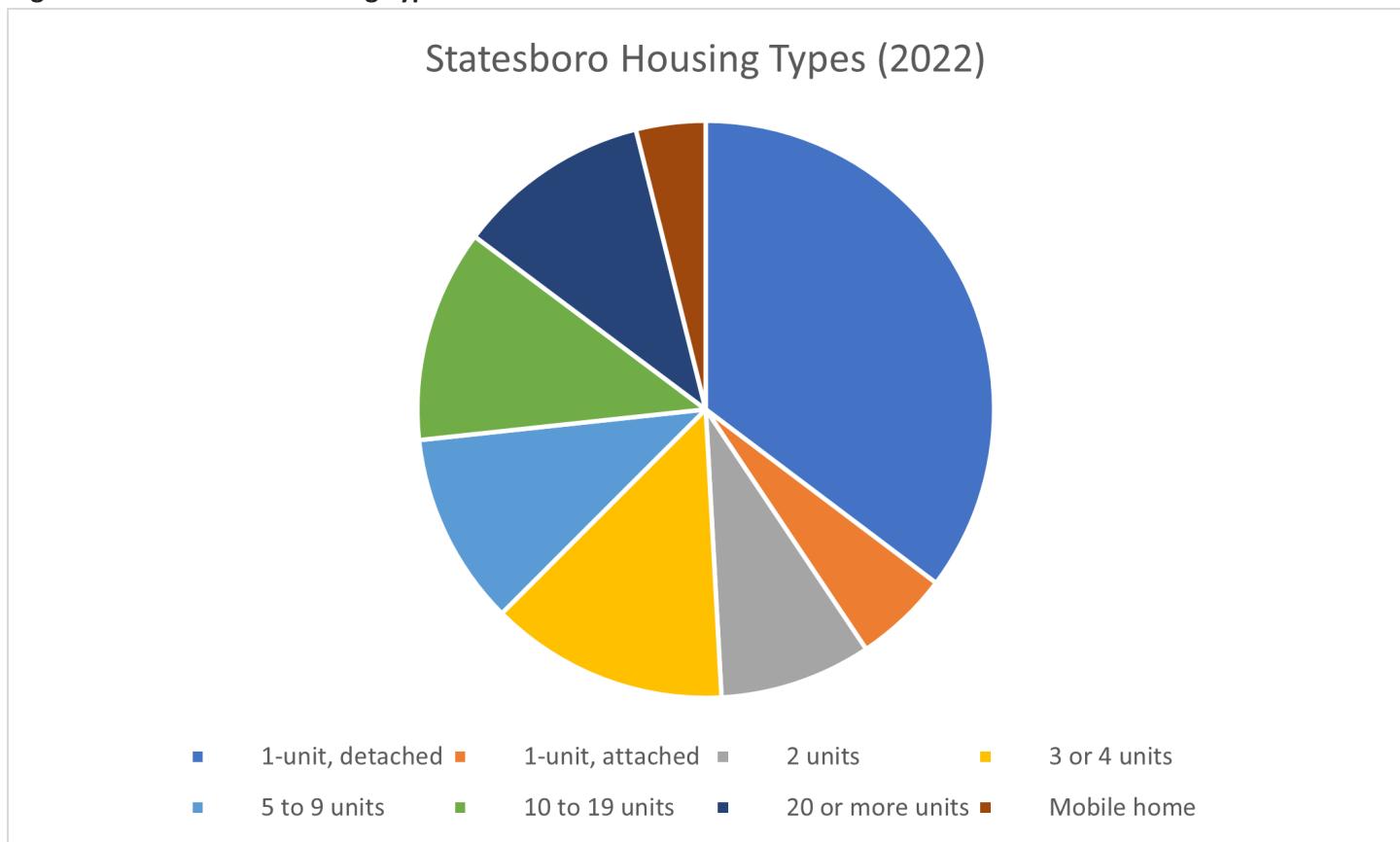
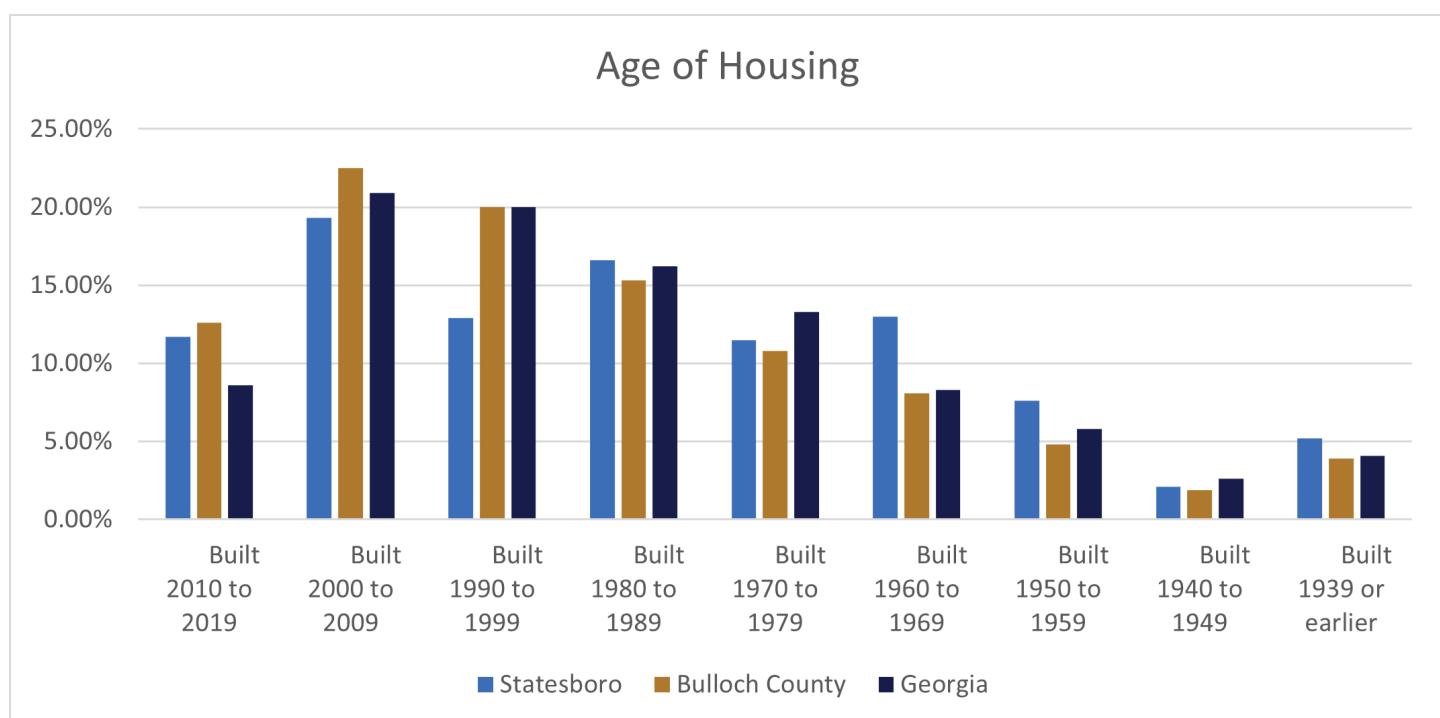


Figure 10-3 Age of Housing



## 10. Housing

### 10.5. Housing Costs

#### Renter Cost

Housing costs for renters in Statesboro have increased at a similar rate to Bulloch County since 2016. In 2016 the median monthly rent in Statesboro was \$742.00 and \$757.00 in Bulloch County. By 2022 median monthly rent had increased to \$895.00 in Statesboro and \$931.00 in Bulloch County. Median rent in Statesboro and Bulloch County was still less than in Georgia at large in 2016 and in 2022, with median rents in the state standing at \$1,221.00 per month.

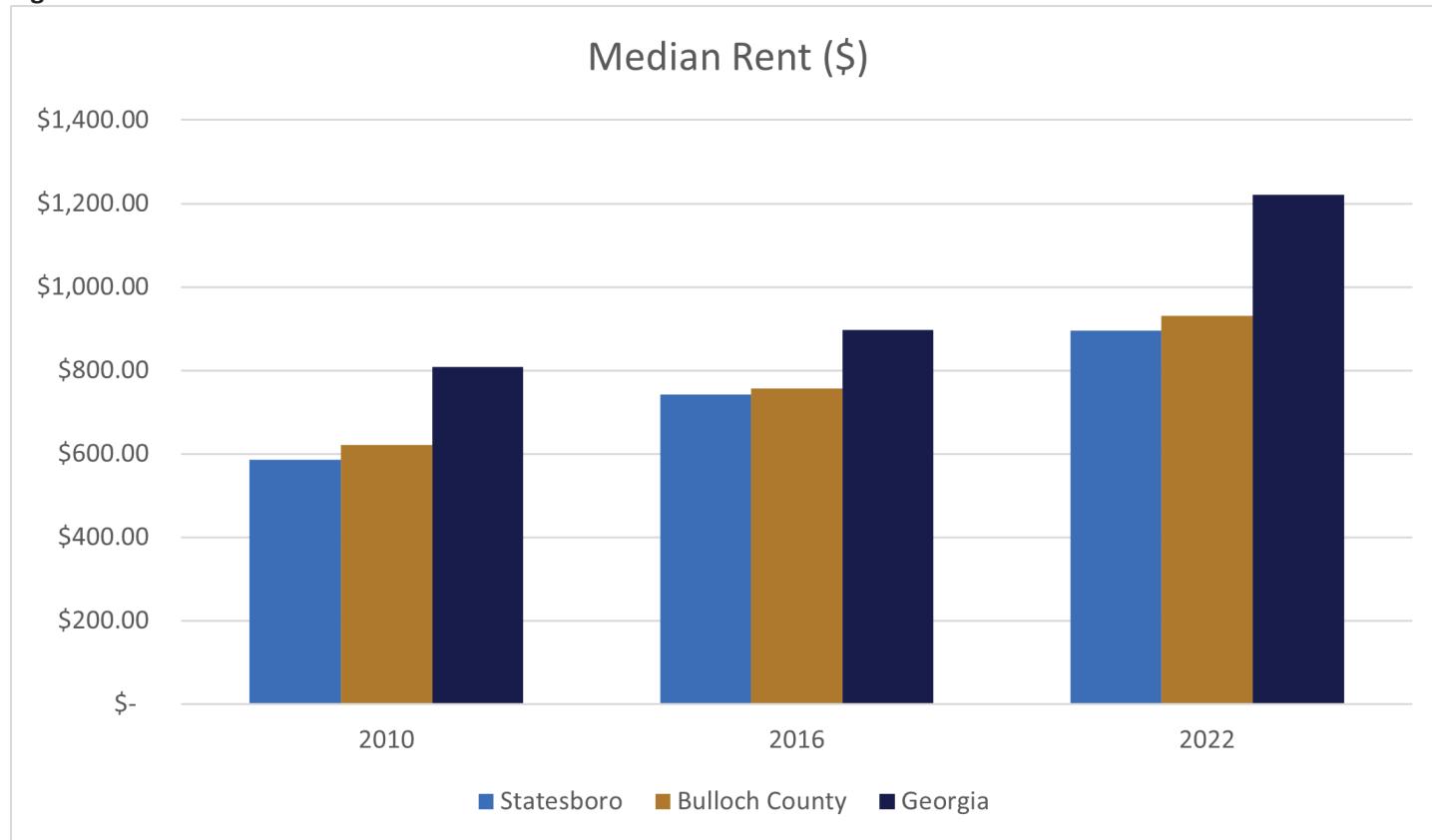
#### Owner Cost

The cost of owning a home in Statesboro has increased since 2016. In 2016, the median home value in Statesboro stood at \$116,600.00, and \$131,600 in Bulloch County. By 2022 the median home value had increased to \$142,600.00 in Statesboro and \$172,500.00 in Bulloch County. This represents a 22.3% increase in the city and a 31.1% increase in the county. When compared to the State of Georgia at large, values are increasing at a slower pace with values increasing from \$152,400.00 in 2016 to \$245,900.00 in 2022, representing a 61.4% increase in home value. Compounded with recent mortgage interest rate increases, housing affordability for homeowners is increasingly an issue in Statesboro and across the country.

### 10.6. Cost Burdened Households

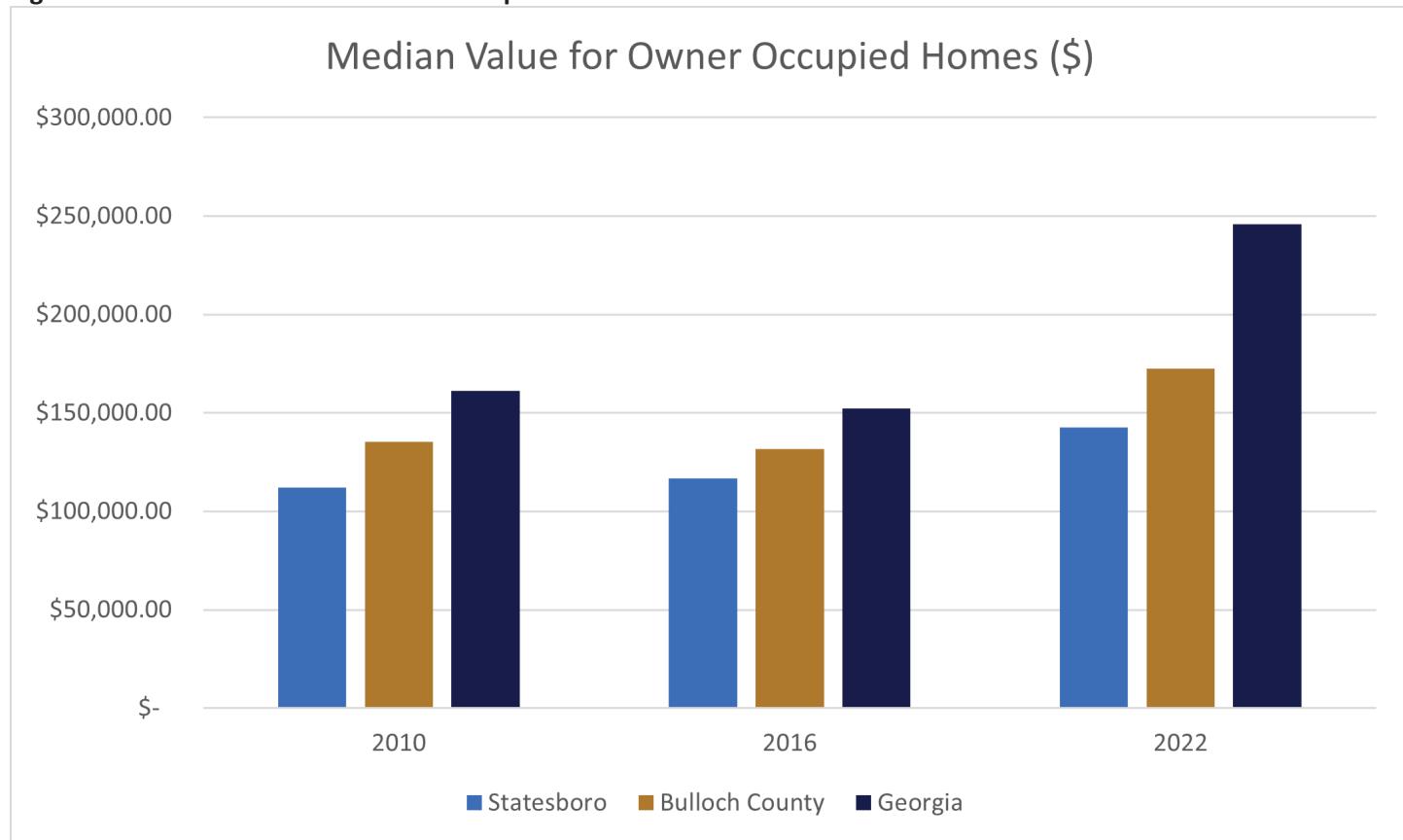
Cost burdened households are defined as those households which spend more than 30% of their annual income on housing related expenses such as mortgage or rent. Cost burden can be affected by several things including choice of housing and lifestyle, and not merely income. According to the 2022 ACS, 53% of renters were paying more than 30% of their household income on rent. Homeowners fared better, with 19.4% of respondents paying over 30% of their household income on

**Figure 10-4 Median Rent**



## 10. Housing

Figure 10-5 Median Value for Owner Occupied Homes



housing. Lack of housing supply and increased interest rates may increase housing costs for renters and homeowners in the near to medium term.

### 10.7. Housing Needs

The lack of affordable housing in Statesboro is a serious issue raised by stakeholders and members of the public. Statesboro completed a housing study in 2021. Some of the findings of the study show that Statesboro's housing market is relatively low-priced compared to Bulloch County and comparable peer cities, and there is a lack of new housing delivered that is accessible to lower-income families.

Due to the location of Georgia Southern University in the city, there is a much higher than usual rate of rental housing, even when compared to other Georgia college towns. Most of the multifamily growth has been in the private student housing sector rather than in traditional multifamily housing developments. Statesboro therefore currently offers few housing options that appeal to young professionals and middle-class working professionals with families.

While there is a consistent demand for single-family housing in Statesboro, very few single-family homes are being built within the city limits, which is part of the reason many new residential developments tend to be concentrated in a 3-mile buffer outside of the municipal boundary of Statesboro in Bulloch County. There is also an opportunity gap at the highest and lowest end of the housing market, where there is a great deal of need for housing that is not being met currently.

Generally, the prevalence of "poor" and "fair" housing conditions, as defined by the Bulloch County Tax Assessor, is concentrated in low-income neighborhoods west of downtown Statesboro and northeast of downtown Statesboro. These areas are generally consistent with the URP boundary, and the Redevelopment Character Area. Investment in housing in

## 10. Housing

this area will be strongly encouraged by the City of Statesboro, and the city will continue to work with local partners like the Statesboro Land Bank Authority and Habitat for Humanity to help fill the need for housing at more affordable price points. The City of Statesboro recently updated its zoning ordinance, which should help to encourage and simplify the process for the construction of a more diverse and affordable housing stock in the city.

### 10.8. Summary

With an increasing population, the need for housing availability and affordability increases. Like the population, the number of housing units within Statesboro has grown significantly over the last two decades. Generally, continuing to increase the stock of housing will likely help to keep prices from escalating quickly, however demand for housing will likely continue to outstrip supply in Statesboro and around the coastal region of Georgia in the near to medium term. The City of Statesboro has significant housing factors that should be considered in future development decisions:

- Both housing values and rents have increased.
- Housing types, although not diverse, have changed but there are still more single-family homes than any other type.
- The percentage of mobile homes in Statesboro has decreased substantially.
- The amount of historic housing stock is minimal, and preservation of those homes is needed.
- Deteriorated housing remains throughout Statesboro.
- There is a significant gap in the number of homeowners and home renters. More needs to be done to assist in increasing the number of homeowners in Statesboro.

Efforts are being made to address these issues and others. The City of Statesboro should continually keep in mind the age of its population and the housing needs of those individuals. There are multiple senior housing facilities, and one for independent living, located within the city with potential for more to be built.

In 2019 a housing study was recommended as a tool that could be utilized to assess the quantity and quality of housing in the community. The city conducted that housing study in 2021, which provided more information for city officials when dedicating funds for demolition and removal of structures or creation of new housing.





## 11. Natural and Cultural Resources

# Natural and Cultural Resources

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The natural and cultural resources within a jurisdiction are vital parts of it that serve a variety of purposes. They contribute to the vitality and sustainability of the community. These assets also have the potential to draw visitors attracted to the natural beauty of the area and those interested in heritage tourism and historic preservation.

As the population in Statesboro grows, it is important to focus efforts on protecting natural features like wetlands and streams not only for the potential economic development benefits, but because they provide resources and outdoor recreation opportunities to the community. When development decisions are made, the cultural resources that make the city unique and remain to tell its story must also be considered for inclusion, preservation, and enhancement.

This section provides information regarding the natural and cultural resources in Statesboro including wetlands, soils, floodplains, and cultural resources.



# 11. Natural and Cultural Resources

## 11.1. Wetlands

Wetlands can be defined as lands which are saturated, either permanently or seasonally, creating an ecosystem that contains characteristic vegetation that has adapted to the unique soil conditions. Wetlands serve as a unique habitat for fish and wildlife, a breeding ground, and a home for unique plant and animal species that have adapted to these special conditions.

The Georgia Department of Natural Resources has identified five categories of wetlands which require special protection through ordinances. These include:

- Open Water Wetlands
- Non-Forested Emergent Wetlands
- Scrub/Shrub Wetlands
- Forested Wetlands
- Altered Wetlands

Land uses in wetland areas should be limited to low to no impact uses which include the harvesting of lumber and timber and wildlife and fishery management.

## 11.2. Soils

Soil analysis of Statesboro completed by the National Resources and Conservation Service has provided an overview of the numerous Utisoils and Entisoils present within the city. Specifically, all the soils fall with what is considered the Carolina & Georgia Sand Hills.

**Carolina & Georgia Sand Hills** -Consists of a belt of gently sloping to steep, well-drained soils originally derived from marine sands, loams, and clays. The area is largely covered with sparse forest of scrub oaks and pines and has poor to good suitability for residential development and commercial industry uses.

Different types of soil are represented in Statesboro. These soil types can be differentiated by the multiple types of different mineral particles in a particular sample.

## 11.3. Flood Plains

Specific areas in Statesboro have been highlighted by FEMA as prone to flooding. Care has been taken to address these areas by the redirecting of stormwater with funding from City of Statesboro projects, i.e. the Community Development Block Grant.

Areas listed as Floodplains have high restrictions on the number and types of developments allowed on them. The City of Statesboro has engaged in creating reservoirs in specific areas to curb the amount of flooding generated by the increase of impermeable grounds. The ongoing development of the Creek on the Blue Mile will serve as a means of reducing the overall size of the flood plain in the heart of Statesboro.

## 11.4. Cultural Resources

Although over 100 years old, the City of Statesboro does not have many remaining historic properties. Only a few remain on the National Historic Registry. Those still listed include the following:

- South Main Street Residential Historic District
- North Main Street Commercial Historic District
- Savannah Avenue Historic District
- West Main Street Commercial Historic District
- South Main Street Historic District
- North College Street Residential Historic District
- East Main Street Commercial Historic District
- East Vine Street Warehouse and Depot District
- Bulloch County Courthouse (20 Siebald Street)
- William G. Raines House (106 South Main Street)
- United States Post Office-Statesboro (1 College Street)
- James Alonzo Brannen House (112 South Main Street)
- Jaeckel Hotel (50 East Main Street)
- John A. McDougald House (121 South Main Street)
- Dr. Madison Monroe Holland House (27 South Main Street)
- Donehoo-Brannen House (332 Savannah Avenue)

## 11. Natural and Cultural Resources

Availability and quality of historical landmarks remains an important resource for the city. Therefore, the many natural resources in Statesboro should be continually valued and protected. Proper development is one key factor for this.

With a history that dates back over 100 years, Statesboro has a rich past and contains several culturally significant resources. Among these are the Beaver House, located near The Blue Mile. In addition, there are numerous historical homes on Savannah Avenue.





## 12. Community Work Program

# Community Work Program

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The Community Work Program (CWP) presents the specific action items designed to address the needs and opportunities identified in Section 5. It is important to note that there are numerous actions items listed within this plan and that implementation of all these elements within the 10-year time frame may not be realistic. However, the City of Statesboro has elected to include all recommended action items with the understanding that circumstances that currently limit options may change (e.g., future development, federal and state infrastructure programs, tax legislation, debt restructuring, etc.) and that such changes may give the City of Statesboro an opportunity to consider additional action items in the future. Therefore, a complete listing of desired activities and programs is included within this plan.

## 12.1 Action Items

The CWP includes the following information for each listed action item:

- **Action Item:** Brief description of the activity.
- **Responsible Party:** Parties identified as being responsible for the implementation of the action items include City departments, agencies, and authorities. The responsible parties identified within this work-plan are listed by the acronyms in Table 11-1.
- **Cost:** Estimated cost, if known, for implementation of the identified action item.
- **Potential Funding Source:** Potential or recommended funding source. It may be a specific City fund or a grant/loan program.

• **Priority:** With an understanding that the City of Statesboro has limited resources to dedicate to implementation of the CWP, the City of Statesboro has assigned a priority status to each action item in an effort to assist with identification of the most urgent, necessary, and/or desired programs. However, it is important to recognize that all action items included herein relate to needs and opportunities identified in the plan.

The three priority levels are: 1) Immediate 2) Near-Term and 3) Future. The time-frame for *initiating* each action item is related to the assigned priority status and is as follows: 1) Immediate priority activities should be initiated within 1-2 years, 2) Near-Term priority activities should be initiated within 3-5 years, and 3) Future priority activities should be initiated within 6-10 years.

Table 12-1: Responsible Parties

Acronym	Full Name
City	City of Statesboro
BC	Bulloch County
CVB	Convention & Visitors Bureau
DABC	Development Authority of Bulloch County
DPU	Department of Public Utilities
DPW	Department of Public Works
DSDA	Downtown Statesboro Development Authority
GDOT	Georgia Department of Transportation
GSU	Georgia Southern University
OTC	Ogeechee Technical College
P&D	Planning & Development
PRI	Private Entities (Market Resources)
SPLOST	Special Purpose Local Options Sales Tax
State	State of Georgia
TSPLOST	Transportation Special Purpose Local Options Sales Tax

## 12. Community Work Program

Table 12-2: Statesboro Work Program Summary

No.	Action Item	Responsible Party	Estimated Cost	Potential Funding Source	Priority
<b>Economic Development</b>					
1	South Main Street Revitalization Effort	Private, City, Blue Mile Foundation, DSDA	TBD	TBD	1-2 Years
2	Business Park Development	City, Partners	TBD	TBD	6-10 Years
3	Land Bank: fully utilize to improve dilapidated properties.	City, BC, Land Bank Board	TBD	TBD	1-2 Years
4	Maintain data necessary to recruit desired commercial & retail development (Retail Strategies) and support DABC in industrial recruitment.	City, CVB	TBD	City	3-5 Years
5	Assist CVB with Camera Ready Program.	City, CVB	Staff Time	Staff Time	6-10 Years
6	Develop criteria for incentives, subsidies, or other public support of private development such as w/s & CNG extension, sidewalks, streets, etc.	DPW/DPU	Staff Time	TBD	3-5 Years
7	Produce and distribute City commercial marketing materials.	City, CVB	Hotel Tax	City	3-5 Years
8	Partner with private developers to recruit & maintain commercial investment.	City, Private	Staff Time	Staff Time	3-5 Years
9	DSDA Downtown Promotion	DSDA	Staff Time	Staff Time	3-5 Years
<b>Historic and Natural Resources</b>					
10	Tree Replacement for Tree Inventory	DPW	Staff Time	Staff Time	1-2 Years
11	Pocket Park Establishment	DPW	TBD	TBD	1-2 Years
<b>Transportation</b>					
12	Transportation System Improvements	P&D / DPW	TBD	TBD	1-2 Years
13	GDOT Intersection Improvements	DPW	TBD	TBD	1-2 Years
14	CIP Amendment (Calming Measures)	DPW	TBD	TBD	1-2 Years
15	Streetscape Identification/Installation	DWP	TBD	TBD	1-2 Years
16	Retrofit Roads for Bicycles/Pedestrian	DPW	TBD	TBD	1-2 Years

## 12. Community Work Program

Table 12-2: Statesboro Work Program Summary

No.	Action Item	Responsible Party	Estimated Cost	Potential Funding Source	Priority
<b>Infrastructure and Utilities</b>					
17	Review and revise franchise agreements.	DPW	Staff Time	City	1-2 Years
18	Encourage continued development of pedestrian paths, walking trails, multi-use trails and pocket parks.	DPW / P&D	Staff Time	City / State	1-2 Years
19	Extend CNG to Metter Commercial Park.	City	TBD	City	1-2 Years
20	Enhanced mobile application in public works and utility operations.	Central Services	TBD	TBD	6-10 Years
21	Extend water services down Westside Road.	DPU	\$500,000	SPLOST	3-5 Years
22	Extend and improve reclaimed water system.	DPW	\$1,700,000	SPLOST	3-5 Years
23	Continued maintenance and landscaping in traffic islands, city parks and city facilities to enhance the city's appearance and quality of life.	City	Staff Time	Staff Time	1-2 Years
24	Continued improvements and offering in public portals: IT services, city services and operations.	Central Services	TBD	TBD	1-2 Years
25	Continued operation of mosquito abatement program.	DPW	TBD	TBD	1-2 Years
26	Continued prompt identification of problems, issues, concerns with COS infrastructure, safety hazards and priority of repair and maintenance.	DPW / DPU	TBD	TBD	1-2 Years
27	Add deep well to water system and elevated tank to industrial park.	DPU	\$1,300,000	SPLOST	1-2 Years
28	Convert significant portions of city fleet to CNG.	DPW	TBD	TBD	1-2 Years
29	Extend sewer to areas currently receiving COS water: Ramblewood, Oakcrest, Foxlake, etc.	DPU	TBD	TBD	1-2 Years
30	Sewer upgrades to Proctor Street to Parrish St, Savannah Ave, N Edgewood Dr., and W Jones/Denmark St	DPU	TBD	TBD	1-2 Years
31	GIS COS utilities placement, ROW & easements.	DPW / DPU	Staff Time	Staff Time	6-10 Years
32	Continued operations and maintenance of Eastside Cemetery.	DPW	Staff Time	Staff Time	1-2 Years
33	Vehicle and Apparatus Rotation	Fire	TBD	TBD	3-5 Years
34	Sidewalk construction and improvement: Gentilly Rd, S College St (ENG 109) and Lester Rd (ENG 68).	DPW	\$825,000	TSPLST	1-2 Years
35	Intersection improvements: Zetterower Ave @ Tillman (ENG 84), W Gentilly St @ S College (ENG 44), W Main St @ S College (ENG 44), W Main St @ Johnson and W Main St @ College (ENG 41).	DPW	\$1,625,000	TSPLST	1-2 Years
36	Enhance and add downtown public parking (ENG 41)	DPW	\$210,000	SPLOST	3-5 Years

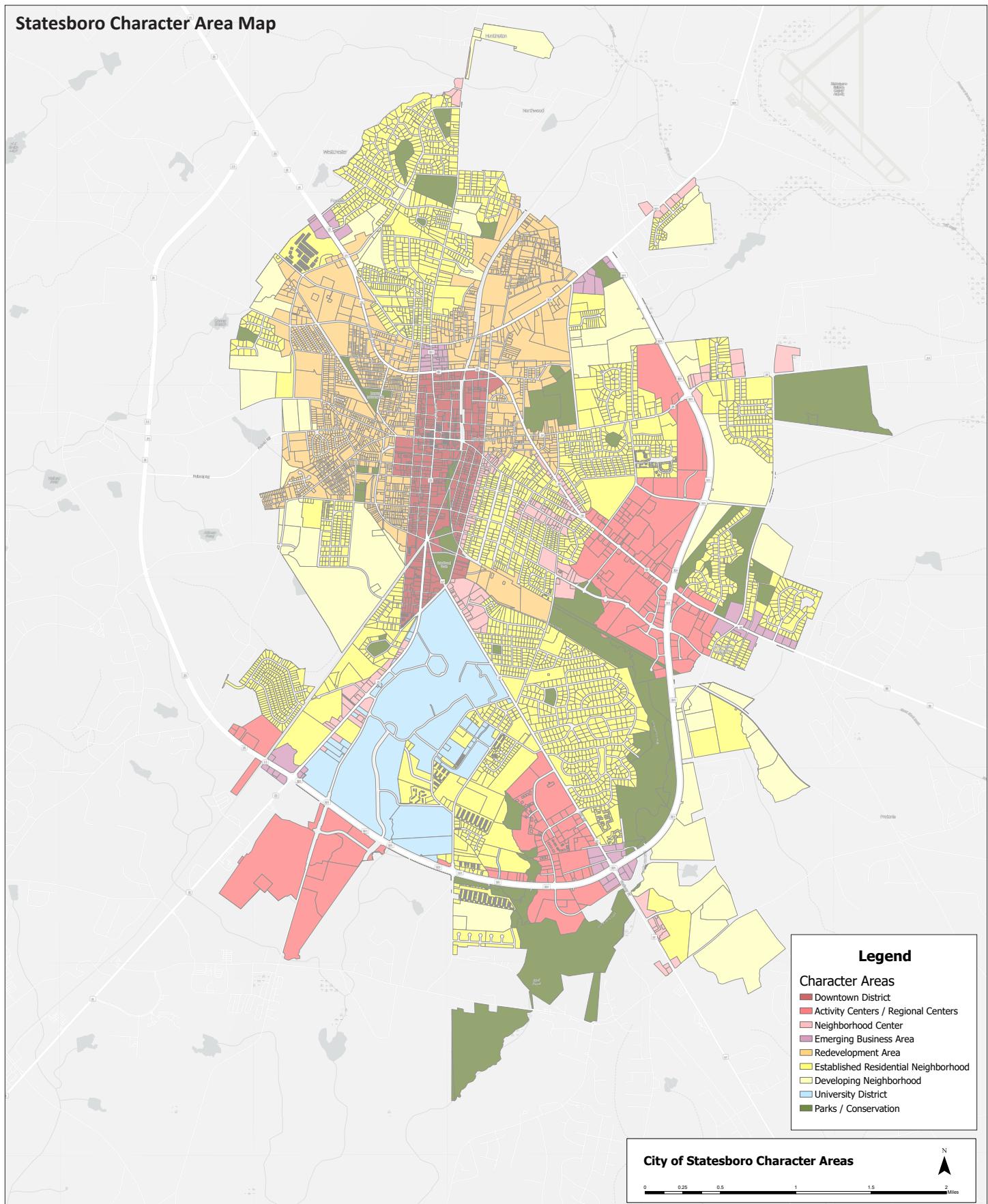
## 12. Community Work Program

Table 12-2: Statesboro Work Program Summary

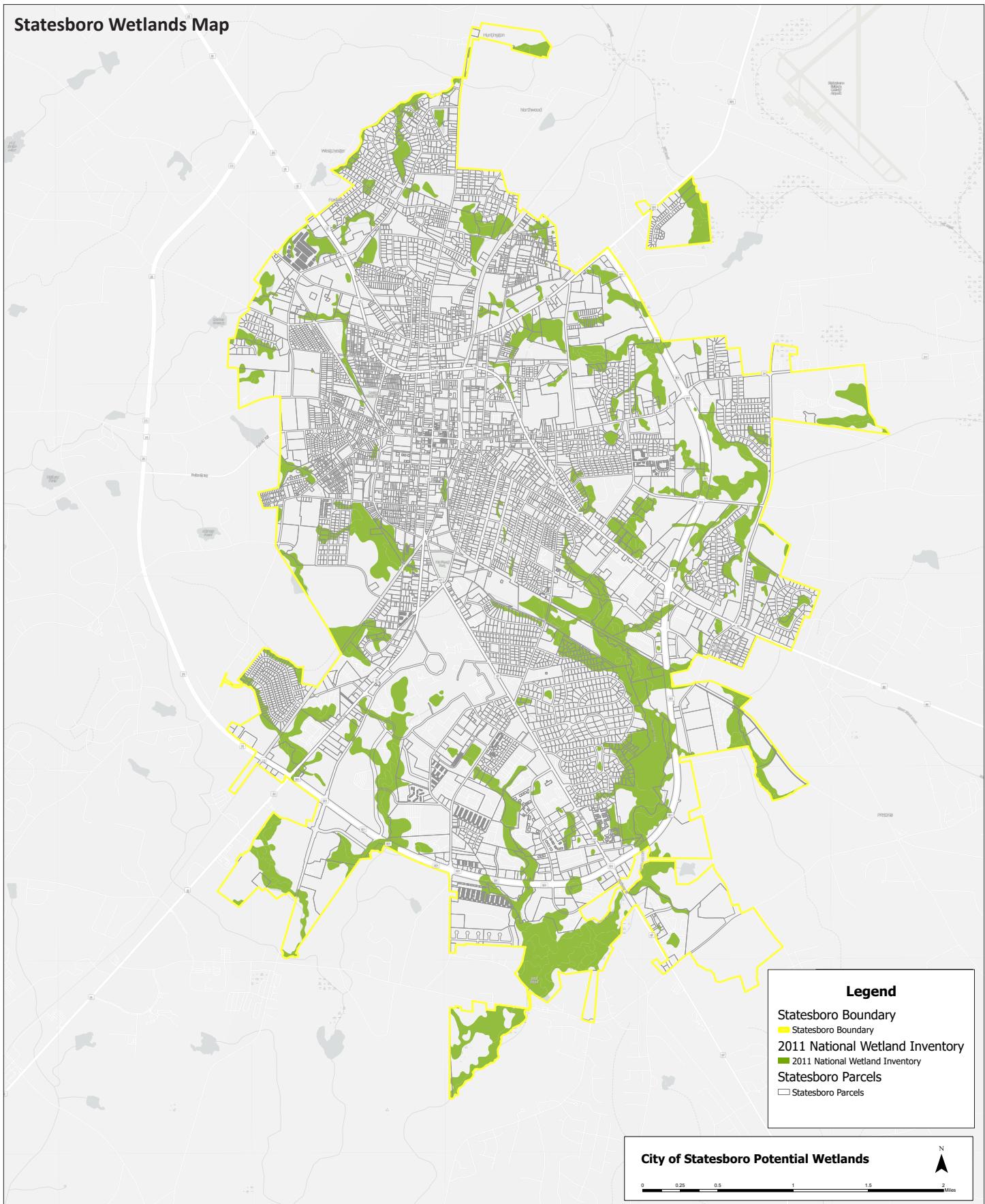
No.	Action Item	Responsible Party	Estimated Cost	Potential Funding Source	Priority
37	Develop connector roads in transportation system: private developments, public (ENG 88) and Cawana Rd (ENG 102).	DPW	\$200,000	SPLOST	3-5 Years
38	Radio System Upgrade	Fire	TBD	TBD	3-5 Years
39	General DPW Equipment Purchases	DPW	TBD	TBD	1-2 Years
40	Expansion of Transfer Station	DPW	TBD	TBD	6-10 Years
41	Fire Station Constructions	Fire	TBD	TBD	3-5 Years
42	General Gas Service Extension	DPU	TBD	TBD	1-2 Years
43	City Sign Updates	DPW	TBD	TBD	1-2 Years
44	Fire Capital Equipment Replacement	Fire	TBD	TBD	1-2 Years
45	Water/Sewer General Extension	DPU	TBD	TBD	1-2 Years
46	Pump Stations Generator Retrofit	DPU	\$575,000	SPLOST	1-2 Years
47	Blue Mile Phase 2	DPW	TBD	TSPLST/GDOT	1-2 Years
<b>Planning and Land Use</b>					
48	Annex properties in the proposed annexation area or areas of population growth that are likely to be developed in urban fashion	P&D	Staff Time	City	1-2 Years
49	Addition of single-family lot availability through zoning and annexation.	P&D	Staff Time	Staff Time	1-2 Years
50	Continue long term master planning for utilities and other infrastructure.	P&D	Staff Time	Staff Time	1-2 Years
51	Continued maintenance and landscaping in traffic islands, city parks and city facilities to enhance the city's appearance and quality of life.	DPW	Staff Time	Staff Time	1-2 Years
52	Development & Update of Strategic Plan	P&D	TBD	TBD	1-2 Years
53	Continuation of Housing Rehabilitation Program	P&D	\$5,000,000	ARPA	1-2 Years
54	Initiate 5 Year Update to Comprehensive Master Plan	P&D	TBD	Operating	1-2 Years
55	Complete Update to Transportation Master Plan	BC / DPW/ P&D	TBD	Operating	1-2 Years
56	Update and Implement Urban Redevelopment Plan	P&D	TBD	Operating	1-2 Years

# Appendix A: Maps

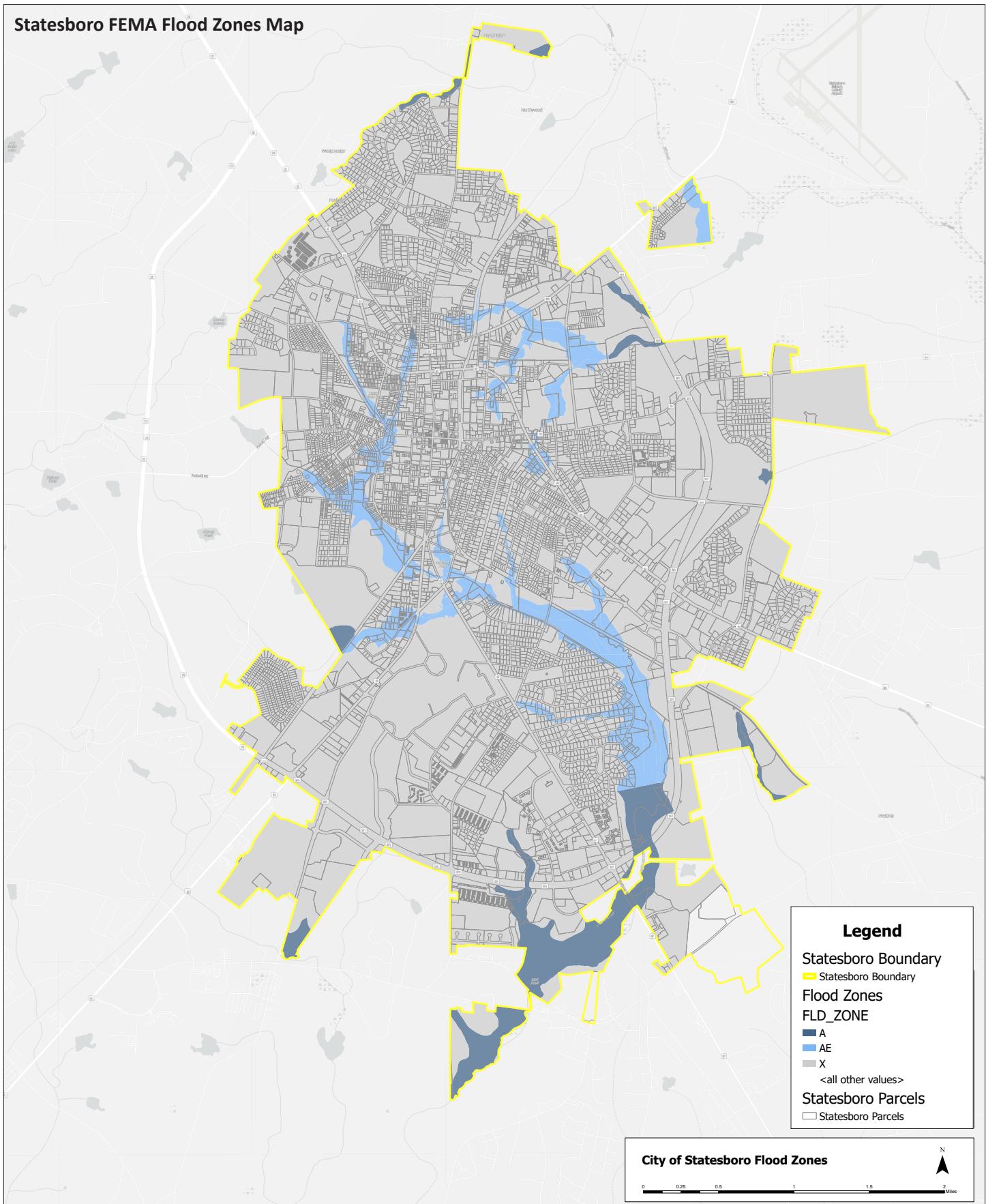
## Appendix A: Maps



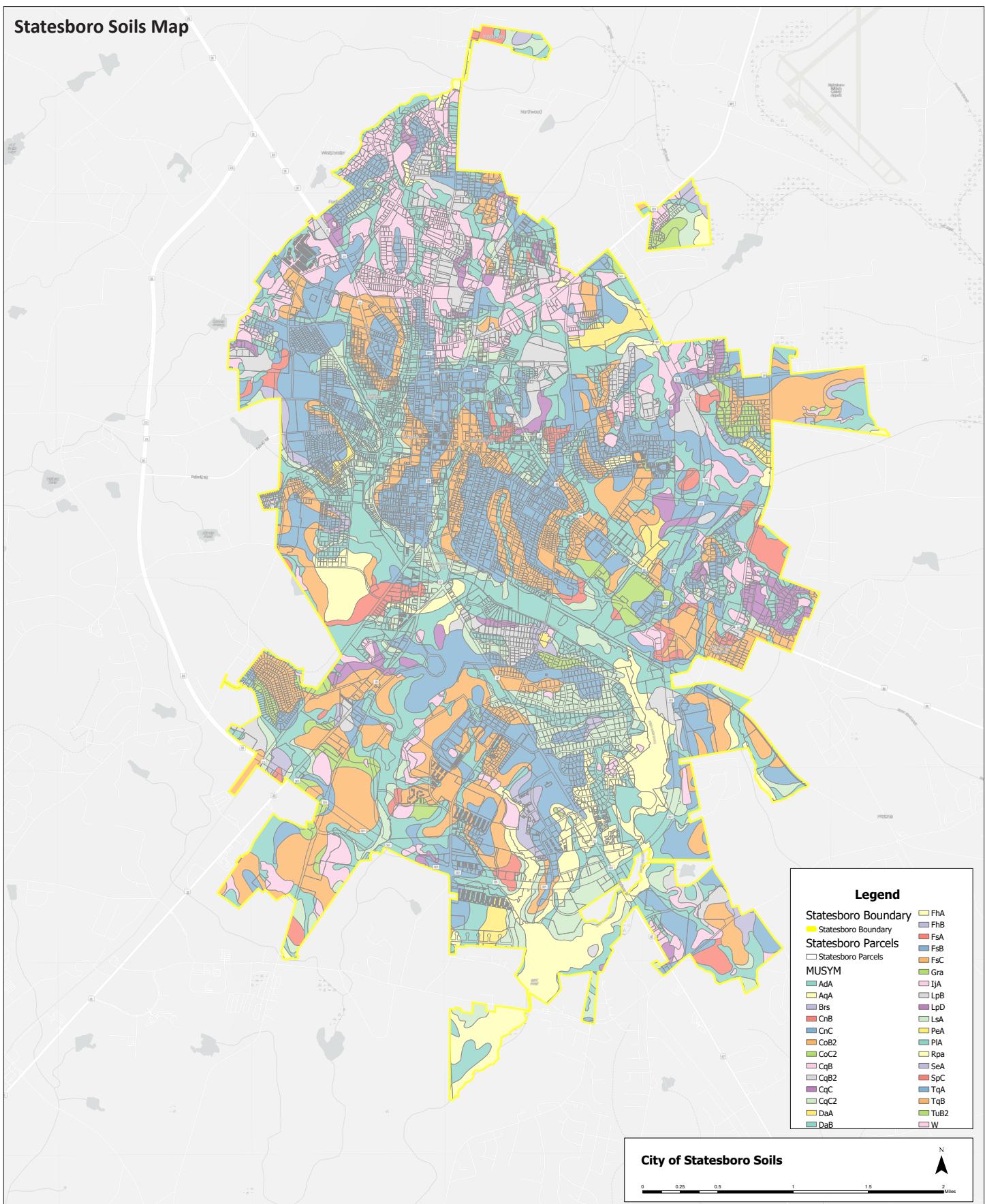
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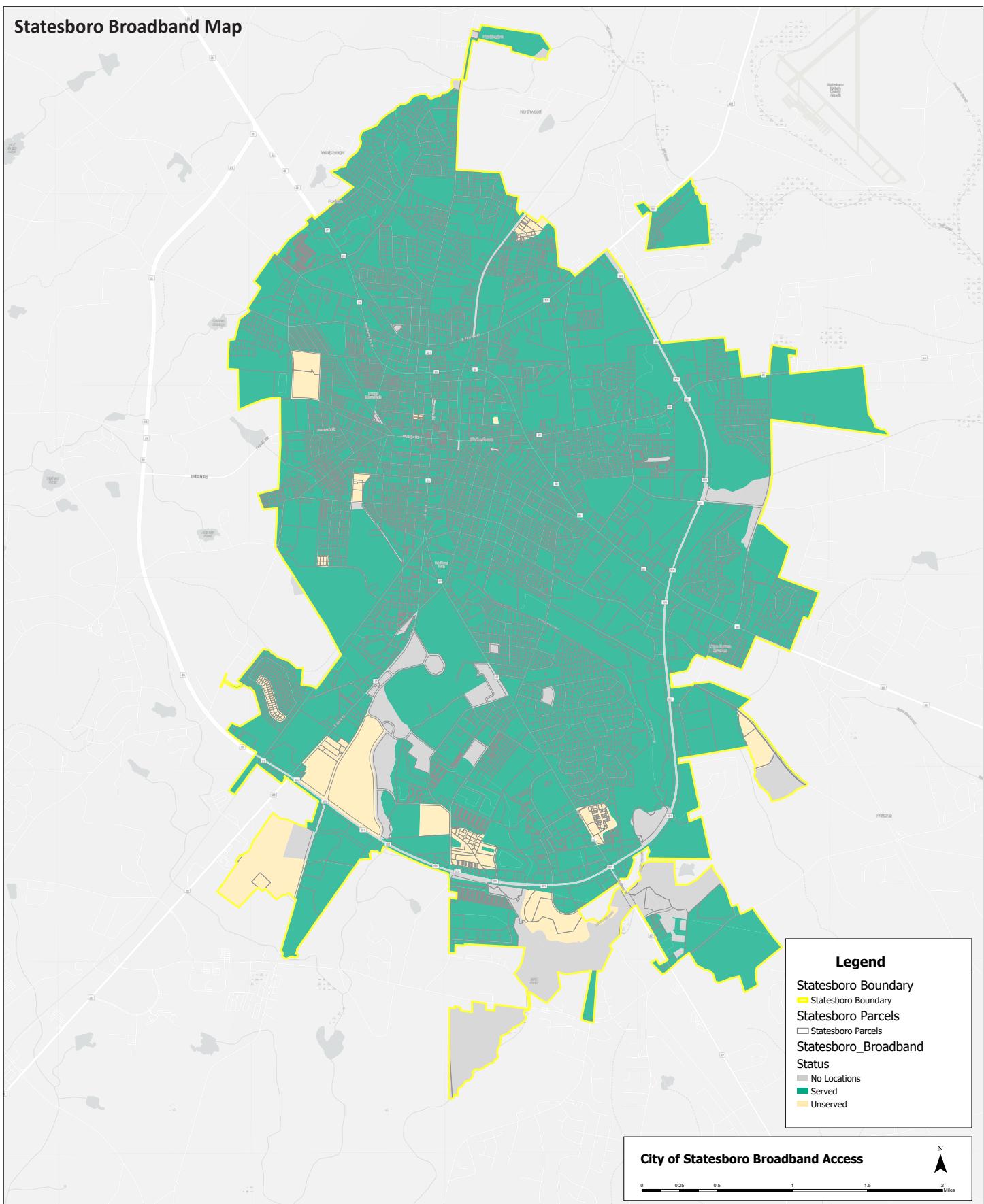
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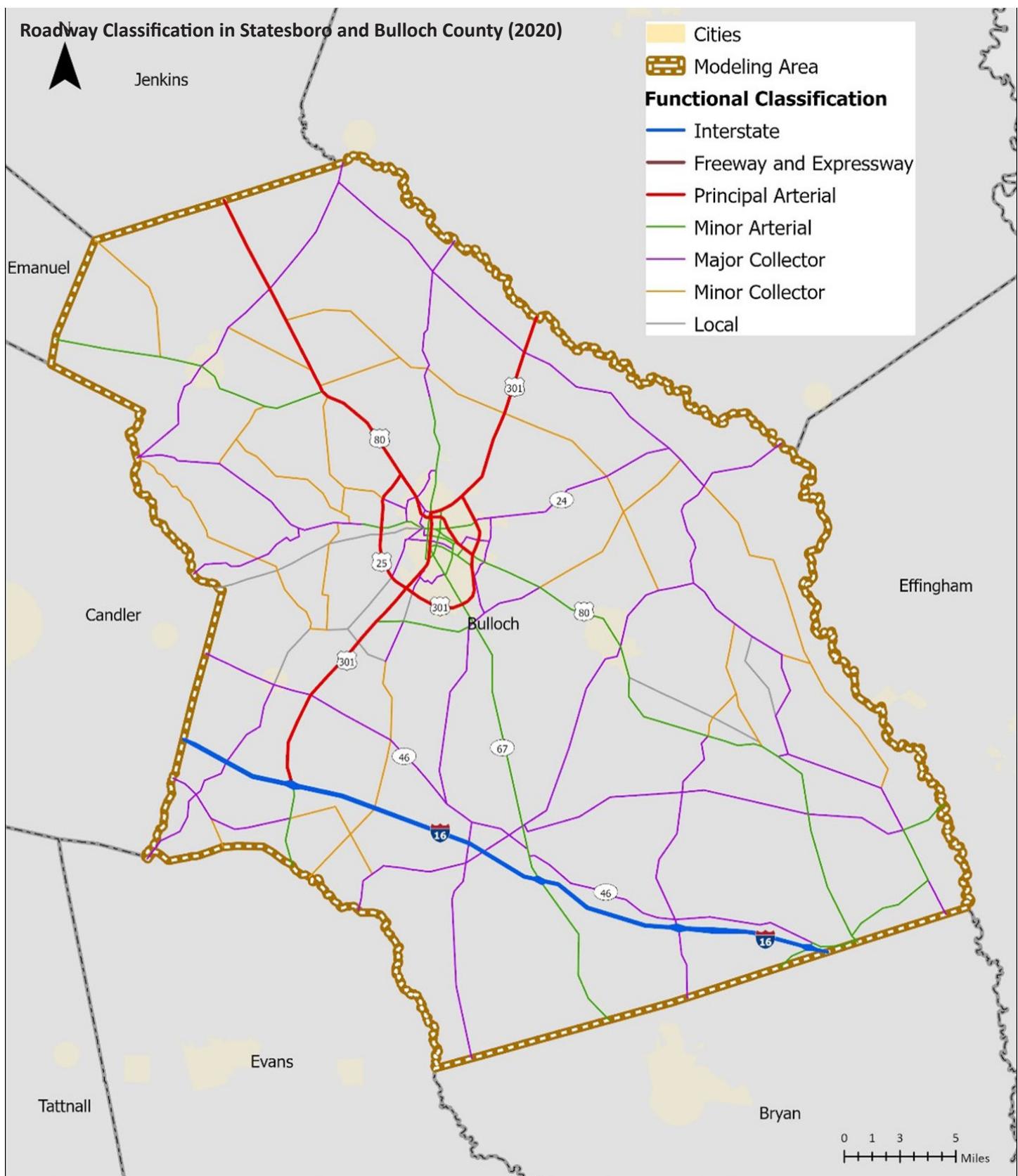


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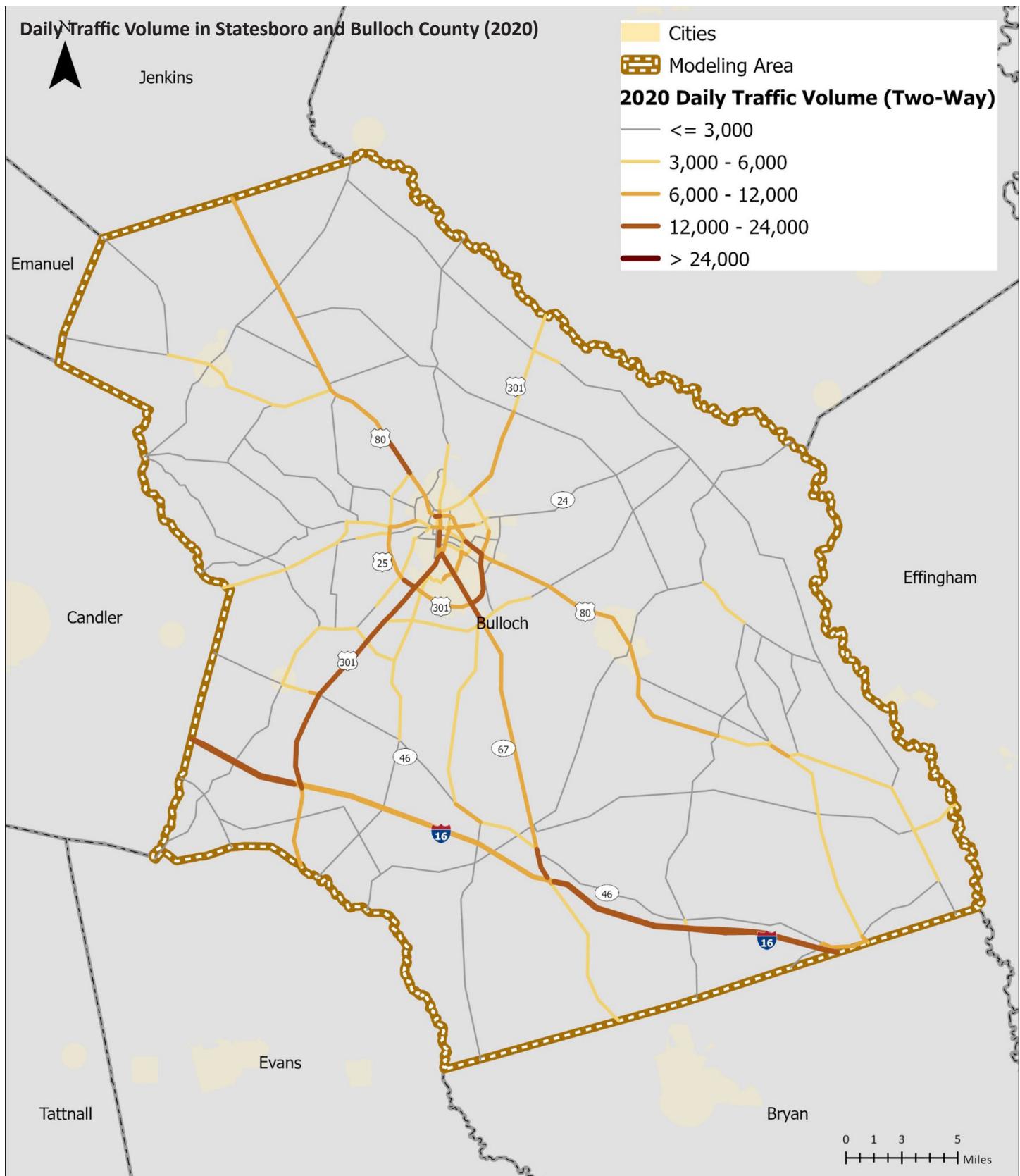


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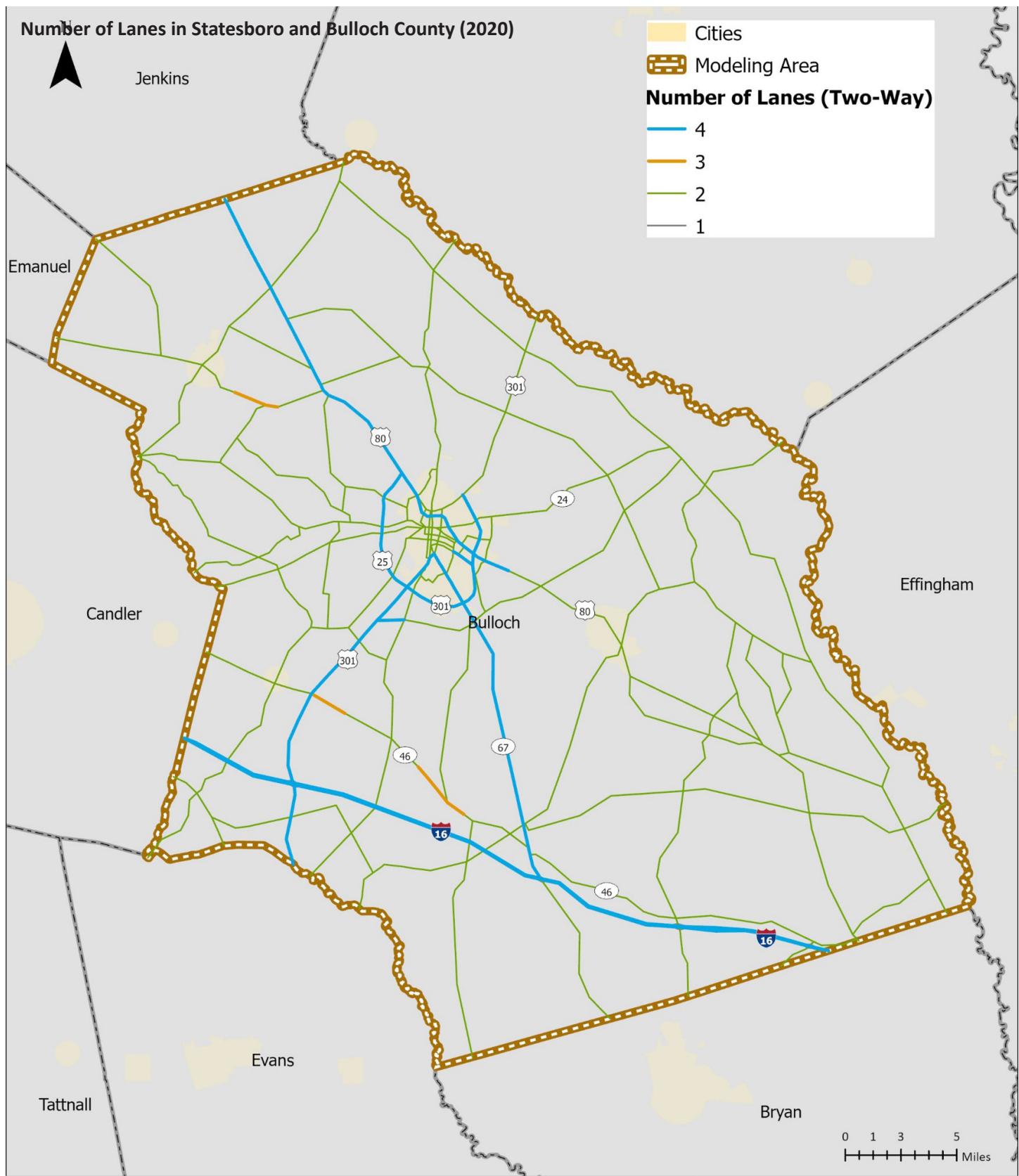




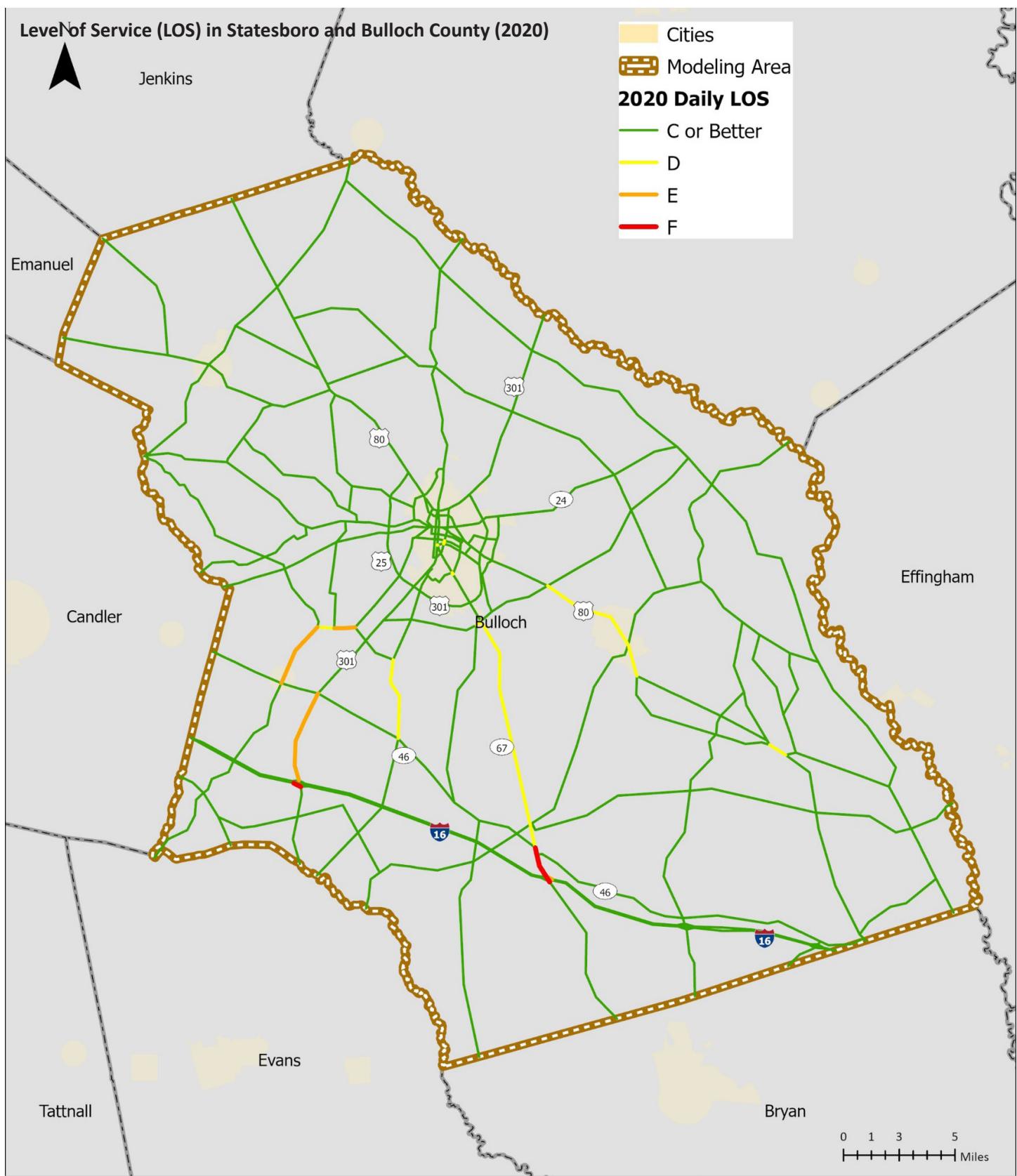
Bulloch County 2020 Travel Demand Model  
Functional Classification (FC)



Bulloch County 2020 Travel Demand Model  
2020 Daily Traffic Volume (Two-Way)



Bulloch County 2020 Travel Demand Model  
Number of Lanes (Two-Way)



Bulloch County 2020 Travel Demand Model  
2020 Daily Level of Service (LOS)

# **Appendix B: Strengths, Weaknesses, Opportunities, and Threats Analysis**

## Appendix B: SWOT Analysis

Strengths:	Weakness
<ul style="list-style-type: none"> <li>• Experienced City Staff</li> <li>• Established Plans and Planning Processes</li> <li>• Community Trust (In Public Safety personnel)</li> <li>• Success Track Record (e.g. Downtown Master Plan)</li> <li>• City Communications Infrastructure</li> <li>• Existing Infrastructure/ Parks</li> <li>• SPLOST Renewal</li> <li>• Approval of TSPLOST</li> <li>• Creation of TADs (Tax Allocation Districts)</li> <li>• Compensating employees to 105% market rate</li> </ul>	<ul style="list-style-type: none"> <li>• Finance Option Limitations (LOST, etc)</li> <li>• Limited Supporting Entities (e.g. Non-Profits)</li> <li>• Aged Facilities and Infrastructure (Expensive Maintenance Requirements)</li> <li>• Graduate Retention</li> <li>• Number of vacant/commercial structures</li> <li>• Inner-city crime</li> <li>• Lack of speed enforcement</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>• Higher Education Institutions (Partnerships)</li> <li>• College Graduates (Potential to Retain)</li> <li>• Positive Employment Trends</li> <li>• Low Cost of Living</li> <li>• Growing Art/Cultural Opportunities (Diversity)</li> <li>• Grant Successes (Blue Mile, CDBG)</li> <li>• Location of Hyundai plant and associated vendors</li> <li>• Conduct more town hall meetings</li> </ul>	<ul style="list-style-type: none"> <li>• Loss of trained City Staff to Other Communities &amp; Private Sector</li> <li>• Outside Influences on Public Safety</li> <li>• Transient Population (Students)</li> <li>• Negative Perceptions of Local Government</li> <li>• Some Neighborhood Property Conditions</li> <li>• High Percentage of Rental vs. Owner-Occupied Housing</li> <li>• Lack of broad community input</li> </ul>

# Appendix C: Report of Accomplishments Capital Projects List

## Appendix C: Report of Accomplishments and Capital Projects List

### Report of Accomplishments

No.	Project / Activity	Status
<b>Economic Development</b>		
1	Business Park Development	Ongoing
2	Downtown Dog Park Development	Complete
3	One Stop Shop Permitting & Project Management	Complete
4	Identify a location for Farmer's Market and funding source.	Complete
5	South Main Street Revitalization Effort	Ongoing
6	Revise Sign Ordinance for Appropriate Commercial Areas	Complete
7	Land Bank: fully utilize to improve dilapidated properties.	Ongoing
8	Maintain data necessary to recruit desired commercial & retail development (Retail Strategies) and support DABC in industrial recruitment.	Ongoing
9	Assist CVB with Camera Ready Program	Ongoing
10	Develop criteria for incentives, subsidies, or other public support of private development such as W/S & CNG extension, sidewalks, streets, etc.	Ongoing
11	Produce and distribute City marketing materials	Ongoing
12	Partner with private developers to recruit & maintain commercial investment.	Ongoing
13	DSDA Downtown Promotion	Ongoing
<b>Historic and Natural Resources</b>		
14	Tree Replacement for Tree Inventory	Ongoing
15	Pocket Park Establishment	Ongoing
16	Recreation Board Reestablishment	Cancelled
<b>Infrastructure &amp; Facilities</b>		
17	Fiber/Internet facilities in high density, commercial and public institution areas	Cancelled
18	Review and revise franchise agreements	Ongoing
19	Adopt and implement storm water management & utility program.	Complete
20	Encourage continued development of pedestrian paths, walking trails, multi use trails and pocket parks.	Ongoing
21	Extend CNG to Metter Commercial Park.	Ongoing
22	Improvements to city parks & trails: Parker @ W Jones (Eng-Prk 22) and McTell Trail Addition (Eng-Prk 23)	Complete
23	Continue exploring methods to connect GSU students and student transportation systems to COS Downtown and other commercial areas.	Complete

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### Report of Accomplishments

No.	Project / Activity	Status
24	Enhanced mobile application in public works and utility operations.	Ongoing
25	Extend water services down Westside Road	Ongoing
26	Extend and improve reclaimed water system.	Ongoing
27	Continued maintenance and landscaping in traffic islands, city parks and city facilities to enhance the city's appearance and quality of life.	Ongoing
28	Continued improvements and offering in public portals: IT services, city services and operations.	Ongoing
29	Continued operation of mosquito abatement program.	Ongoing
30	Continued prompt identification of problems, issues, concerns with COS infrastructure, safety hazards and priority of repair and maintenance.	Ongoing
31	Implement sludge to compost system.	Cancelled
32	Add deep well to water system and elevated tank to industrial park.	Ongoing
33	Convert significant portions of city fleet to CNG.	Ongoing
34	Extend sewer to areas currently receiving COS water: Ramblewood, Oakcrest, Foxlake, etc.	Ongoing
35	Sewer upgrades to Proctor Street to Parrish St, Savannah Ave, N Edgewood Dr. and W Jones/Denmark St	Ongoing
36	GIS COS utilities placement, ROW & easements.	Ongoing
37	Drainage Improvements: Gordon St & S College St (Eng 109).	Complete
38	Continued operations and maintenance of Eastside Cemetery.	Ongoing
39	Vehicle and Apparatus Rotation	Ongoing
40	Drainage Improvements: Gordon St & S College St (Eng 109).	Complete
41	Sidewalk construction and improvement: Gentilly Rd, S College St (ENG 109) and Lester Rd (ENG 68).	Ongoing
42	Intersection improvements: Zetterower Ave @ Tillman (ENG 84), W Gentilly St @ S College (ENG 44), W Main St @ S College (ENG 44), W Main St @ Johnson and W Main St @ College (ENG 41).	Ongoing
43	Enhance and add downtown public parking (ENG 41)	Ongoing
44	Seriously explore adoption of Fire Service Fee	Complete
45	Develop connector roads in transportation system: private developments, public (ENG 88) and Cawana Rd (ENG 102).	Ongoing
46	Rehabilitate streets in need such as Savannah Ave, Gentilly and W Parrish (ENG 110)	Complete
47	Develop public tree inventory and maintenance program.	Complete
48	Radio System Upgrade	Ongoing
49	General DPW Equipment Purchases	Ongoing

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### Report of Accomplishments

No.	Project / Activity	Status
50	Expansion of Transfer Station	Ongoing
51	Fire Station Constructions	Ongoing
52	General Gas Service Extension	Ongoing
53	City Sign Updates	Ongoing
54	Water/Sewer Rehab Program	Cancelled
55	Permanent Farmer's Market	Complete
56	Fire Capital Equipment Replacement	Ongoing
57	Water/Sewer General Extension	Ongoing
58	Pump Stations Generator Retrofit	Postponed
59	Water/Wastewater Vehicle Replacement	Ongoing
60	301/I-16 Water/Sewer Interchange	Complete
<b>Land Use</b>		
61	Annex properties in the proposed annexation area or areas of population growth that are likely to be developed in urban fashion	Ongoing
62	Addition of single family lot availability through zoning and annexation.	Ongoing
63	Amend zoning ordinance to allow more flexibility in uses i.e. more mix of uses and promote smaller lot sizes.	Complete
64	Amend zoning ordinance to reduce redundancy in zones.	Complete
65	Amend zoning ordinance to create neighborhood commercial zone.	Complete
66	Amend sign and parking ordinance to promote easier compliance	Complete
67	Continue long term master planning for utilities and other infrastructure.	Ongoing
68	Continued operations and maintenance of Eastside Cemetery	Ongoing
69	Continued maintenance and landscaping in traffic islands, city parks and city facilities to enhance the city's appearance and quality of life.	Ongoing
<b>Transportation</b>		
70	Transportation System Improvements	Ongoing
71	GDOT Intersection Improvements	Ongoing
72	CIP Amendment (Calming Measures)	Ongoing
73	Streetscape Identification and Installation	Ongoing
74	Retrofit Roads for Bicycles / Pedestrians	Ongoing

## Appendix C: Report of Accomplishments and Capital Projects List

### Capital Projects List

Capital Projects List						
No.	Status	Action / Implementation Strategy	Responsible Party	Cost	Funding Source	Time-frame
1	Planning	West Main Streetscape Improvements	Engineering	\$750,000	TSPLOST	1-2 years
2	Planning	West Main Streetscape Improvements	Engineering	\$2,000,000	TSPLOST	1-2 years
3	Planning	S. Main Blue Mile Phase I	Engineering	\$850,000	TSPLOST	Complete
4	Planning	S. Main Blue Mile Phase II	Engineering	\$150,000	TSPLOST	1-2 years
5	Ongoing	Akins Blvd. Roadway (Old Register Rd. Connection)	Engineering	\$400,000	TSPLOST	Ongoing
6	Ongoing	E. Main St. Sidewalk: Lester Rd. to Packinghouse	Engineering	TBD	TSPLOST	Ongoing
7	Planning	Cawana Road/Bypass Connector	Engineering	\$500,000	TSPLOST	Complete
8	Ongoing	Engineering Division Vehicles	Engineering	\$60,000	TSPLOST	Complete
9	Ongoing	Corridor Traffic Studies	Engineering	\$300,000	TSPLOST	1-2 years
10	Planning	Roadway Improvements at Traffic Generators	Engineering	\$150,000	TSPLOST	3-5 Years
11	Planning	Roadway Geometric Improvements	Engineering	\$670,000	TSPLOST	3-5 Years
12	Planning	E. Main Sidewalk (Hwy 80 to Packinghouse)	Engineering	\$100,000	TSPLOST	Ongoing
13	Planning	W. Jones Sidewalk: S. Main to Johnson St.	Engineering	\$130,000	TSPLOST	Complete
14	Planning	Herty Dr. Sidewalk: Fair Rd. to Gentilly Rd.	Engineering	\$182,600	TSPLOST	Complete
13	Planning	Edgewood Dr. Sidewalk: Gentilly to Edgewood	Engineering	\$135,000	TSPLOST	Complete
14	Planning	Gentilly Rd. Sidewalk: E. Jones to Savannah Ave.	Engineering	\$155,000	TSPLOST	Ongoing
15	Planning	E. Jones Ave. Sidewalk: S. Main to S. Zetterower	Engineering	\$90,000	TSPLOST	Ongoing
16	Planning	E. Jones Sidewalk: S. Main St. to S. Zetterower	Engineering	\$104,250	TSPLOST	Ongoing
17	Planning	N. Zetterower sidewalk: Hill St. to Hwy. 80	Engineering	\$175,000	TSPLOST	Ongoing
18	Ongoing	W. Main St. Sidewalk: Ivory St. to Foss St.	Engineering	\$225,000	TSPLOST	Ongoing
19	Planning	S. College sidewalk: W. Jones St. to W. Brannen St.	Engineering	\$200,000	TSPLOST	3-5 Years
20	Planning	Chandler Rd. sidewalk: Knight Dr. to Existing	Engineering	\$120,000	TSPLOST	Ongoing
21	Planning	E. Grady St. sidewalk: S Main to Mulberry St.	Engineering	\$95,000	TSPLOST	Ongoing
22	Ongoing	Bulloch St. sidewalk: S. Main to S. College St.	Engineering	\$95,000	TSPLOST	Ongoing
23	Ongoing	S. Main St. (US 301) at Fair Rd. improvements	Engineering	\$1,000,000	TSPLOST	3-5 Years
24	Planning	Fair Rd. (SR 76) S. Zetterower/Tillman improvements	Engineering	\$825,000	TSPLOST	3-5 Years
25	Planning	W. Main/Johnson/MLK Improvements	Engineering	\$1,675,000	TSPLOST	Ongoing

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No.	Status	Action / Implementation Strategy	Responsible Party	Cost	Funding Source	Time-frame
26	Planning	S. Zetterower Ave. at Stillwell	Engineering	\$460,000	TSPLOST	Complete
27	Planning	Brampton Ave. at Bermuda Run Apartments	Engineering	\$470,000	TSPLOST	Ongoing
28	Planning	Cawana Rd. at Brannen S&S Railroad Bed	Engineering	\$1,000,000	TSPLOST	3-5 Years
29	Planning	New Traffic Signals	Engineering	\$150,000	TSPLOST	Ongoing
30	Planning	Intersection Improvement	Engineering	\$500,000	TSPLOST	Ongoing
31	Planning	Brannen St. @ Little Lots Creek Drainage Improvements	Engineering	\$300,000	TSPLOST	Ongoing
32	Planning	W. Main (College to MLK) Drainage Improvements	Engineering	\$450,000	TSPLOST	Ongoing
33	Ongoing	Striping & Signage Improvements	Engineering	\$50,000	TSPLOST	Ongoing
34	Ongoing	Traffic Calming & Pedestrian Safety	Engineering	\$500,000	TSPLOST	Ongoing
35	Ongoing	Resurfacing & Road Rehabilitation	Engineering	\$3,088,000	TSPLOST	Ongoing
36	Planning	Resurfacing & Road Rehabilitation	Engineering	\$1,803,366	TBD	Ongoing
37	Planning	Anderson Street Paving	Engineering	\$150,000	TSPLOST	1-2 Years
38	Planning	Parking Improvements	Engineering	\$875,000	TSPLOST	Ongoing
39	Planning	Eastside Cemetery Fence	Engineering	\$435,000	TSPLOST	3-5 Years
40	Planning	New Roads and Roadway Extensions	Engineering	\$2,000,000	TSPLOST	3-5 Years
41	Planning	Public Parking Lots	Engineering	\$1,000,000	TSPLOST	3-5 Years
42	Planning	Subdivision Incentive Program	Engineering	\$500,000	TSPLOST	3-5 Years
43	Planning	Whitesville Community Park	Engineering	\$1,750,000	TSPLOST	1-2 Years
44	Planning	Transit	Engineering	\$381,000	TSPLOST	Ongoing
45	Planning	Citywide Parks Greenspace, Trails	Public Works	\$500,000	SPLOST	Ongoing
46	Planning	Drainage Basin H&H Modeling/Engineering	Stormwater	\$220,000	SPLOST	1-2 Years
47	Planning	Drainage Basin H&H Modeling/Engineering	Stormwater	\$460,000	General /Operating	1-2 Years
48	Planning	Work trucks	Stormwater	\$68,000	GMA/Lease	Ongoing
49	Planning	Frontend Loader	Stormwater	\$225,000	GMA/Lease	Complete
50	Planning	Johnson St. culvert crossing replacement	Stormwater	\$200,000	SPLOST	Complete
51	Planning	Sidearm tractor & mower replacement	Stormwater	\$75,000	GMA/Lease	Complete
52	Planning	Dump truck	Stormwater	\$150,000	GMA/Lease	3-5 Years

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No.	Status	Action / Implementation Strategy	Responsible Party	Cost	Funding Source	Time-frame
53	Planning	Sustainability initiatives	Stormwater	\$90,000	Operating income	Ongoing
54	Planning	CDBG Grant matching	Stormwater	\$550,000	SPLOST	3-5 Years
55	Planning	CDBG Grant matching	Stormwater	\$270,000	Operating income	3-5 Years
56	Ongoing	Donnie Simmons Way at Big Ditch Drainage Improvement	Stormwater	\$500,000	Operating income	3-5 Years
57	Planning	Brannen Street at Little Lotts Tributary Drainage Updates	Stormwater	\$100,000	Operating income	Ongoing
58	Planning	Lydia Street at Hart Street Culvert Improvement	Stormwater	\$55,000	Operating income	Ongoing
59	Planning	Chandler Road at Paulson Stadium	Stormwater	\$50,000	GMA/Lease	3-5 Years
60	Ongoing	Little Lotts Creek Flood Control Project	Stormwater	\$5,500,000	TBD	3-5 Years
61	Planning	Little Lotts Creek Flood Control Project	Stormwater	\$15,500,000	TBD	3-5 Years
62	Ongoing	Morris Street Storm Drainage Improvements	Stormwater	\$275,000	SPLOST	3-5 Years
63	Planning	Northlake Area Watershed Detention Facility	Stormwater	\$300,000	Operating income	Ongoing
64	Planning	Pitt-Moore Street Drainage Upgrades	Stormwater	\$200,000	SPLOST	3-5 Years
65	Planning	Donnie Simmons Way Culvert Crossing Up-	Stormwater	\$200,000	SPLOST	1-2 Years
66	Planning	Chandler Road near Olympic Blvd. culvert replacement	Stormwater	\$260,000	Operating income	3-5 Years
67	Planning	High Body Hydraulic Dump Trailer	Parks	\$17,000	General Fund	3-5 Years
68	Planning	Replace Commercial Mower	Parks	\$32,000	General Fund	Complete
69	Planning	Replacement crewcab work trucks	Parks	\$40,000	GMA/Lease	1-2 Years
70	Planning	Replace work trucks	Parks	\$38,000	GMA/Lease	1-2 Years
71	Ongoing	Seasonal decorations	Parks	\$22,500	General Fund	Complete
72	Ongoing	Tree/Shrub Maintenance	Parks	\$18,000	General Fund	Complete
73	Ongoing	Improvements to Edgewood Park	Parks	\$15,000	General Fund	Ongoing
74	Planning	McTell Trail Addition	Parks	\$50,000	General Fund	1-2 Years
75	Ongoing	Replacement trashcans, benches, etc.	Parks	\$30,000	General Fund	Ongoing
76	Planning	Improvements to Park Division Maintained Areas	Parks	\$10,000	General Fund	Complete
77	Ongoing	Replacement Radios	Parks	\$9,000	General Fund	Complete
78	Ongoing	Marvin Avenue Park renovations	Parks	\$35,000	General Fund	Ongoing
79	Ongoing	Cemetery Road maintenance	Parks	\$60,000	General Fund	Complete

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No.	Status	Action / Implementation Strategy	Responsible Party	Cost	Funding Source	Time-frame
80	Planning	Cemetery computer software	Parks	\$15,000	General Fund	Complete
81	Planning	Mini skid steer with attachments	Parks	\$44,000	General Fund	Complete
82	Planning	Training and Meeting Facilities	Streets	\$500,000	General Fund	3-5 Years
83	Ongoing	Dump truck	Streets	\$150,000	TSPLOST	Ongoing
84	Ongoing	Sidewalk repairs	Streets	\$120,000	TSPLOST	Ongoing
85	Ongoing	Replace bushhog mowers	Streets	\$18,000	General Fund	Ongoing
86	Ongoing	Replace commercial mower (Net trade ins)	Streets	\$48,000	General Fund	Ongoing
87	Ongoing	Work truck replacement	Streets	\$120,000	General Fund	3-5 Years
88	Ongoing	Landscape truck replacement	Streets	\$120,000	General Fund	1-2 Years
89	Ongoing	Dirt pit	Streets	\$90,000	General Fund	Complete
90	Planning	Tree maintenance & removal	Streets	\$30,000	General Fund	Complete
91	Planning	Shelters	Streets	\$130,000	General Fund	1-2 Years
92	Planning	Backhoe replacement	Streets	\$185,000	General Fund	1-2 Years
93	Planning	Traffic control bucket truck replacement	Streets	\$145,000	General Fund	Complete
94	Planning	High reach bucket truck	Streets	\$125,000	General Fund	Complete
95	Ongoing	Small tractor replacement	Streets	\$125,000	General Fund	Complete
96	Planning	Dozer replacement	Streets	\$250,000	General Fund	Complete
97	Ongoing	Replacement radios	Streets	\$24,000	General Fund	Complete
98	Planning	Excavator replacement	Streets	\$200,000	GMA/Lease	Complete
99	Ongoing	Streetlights	Streets	\$30,000	General Fund	Ongoing
100	Planning	Stump Grinder	Streets	\$16,000	General Fund	Complete
101	Planning	Brush chipper	Streets	\$38,000	General Fund	Complete
102	Ongoing	Concrete saw	Streets	\$8,000	General Fund	Complete
103	Ongoing	Message boards	Streets	\$200,000	General Fund	3-5 Years
104	Ongoing	Computer upgrade: Diagnostics	Fleet	\$10,000	General Fund	1-2 Years
105	Planning	Heavy equipment service truck	Fleet	\$140,000	General Fund	3-5 Years
106	Ongoing	Tire changer and equipment	Fleet	\$15,000	Operating income	6-10 Years

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No.	Status	Action / Implementation Strategy	Responsible Party	Cost	Funding Source	Time-frame
107	Ongoing	Fleet manager truck equipment	Fleet	\$30,000	General Fund	6-10 Years
108	Planning	Air compressors	Fleet	\$30,000	Operating income	6-10 Years
109	Ongoing	4-Post vehicle life	Fleet	\$29,000	Operating income	6-10 Years
110	Ongoing	Koni lifts	Fleet	\$80,000	Operating income	6-10 Years
111	Ongoing	Pave shop parking lot	Fleet	\$100,000	General Fund	Complete
112	Planning	Nitrogen tire fill generation unit	Fleet	\$10,000	General Fund	6-10 Years
113	Planning	Overhead crane	Fleet	\$100,000	General Fund	6-10 Years
114	Planning	Tire building	Fleet	\$90,000	General Fund	Ongoing
115	Planning	Light duty service truck replacement	Fleet	\$100,000	General Fund	6-10 Years
116	Ongoing	Wheel/Tire balancer	Fleet	\$14,000	Operating income	6-10 Years
117	Ongoing	2-Post vehicle lift	Fleet	\$22,000	Operating income	6-10 Years
118	Planning	4 wheel alignment system	Fleet	\$30,000	General Fund	6-10 Years
119	Ongoing	Motor pool vehicle replacement	Fleet	\$85,000	General Fund	6-10 Years
120	Ongoing	Replacement radios	Fleet	\$12,000	General Fund	Ongoing
121	Planning	Knuckle boom loader truck replacement	Sanitation	\$360,000	General Fund	3-5 Years
122	Ongoing	Front loading commercial dumpsters	Sanitation	\$360,000	Operating income	Ongoing
123	Ongoing	Polycrates	Sanitation	\$120,000	Operating income	Ongoing
124	Planning	Automated residential sidearm garbage truck	Sanitation	\$650,000	Operating income	3-5 Years
125	Ongoing	Commercial front-loading garbage truck	Sanitation	\$975,000	Operating income/SPLOST	3-5 Years
126	Planning	Pickup truck replacement	Sanitation	\$30,000	Operating income	1-2 Years
127	Planning	Activity recorder	Sanitation	\$50,000	General Fund	1-2 Years
128	Planning	Pickup truck CNG conversion	Sanitation	\$9,000	General Fund	Complete
129	Planning	Roll-off trucks & conversions	Sanitation	\$175,000	General Fund	3-5 Years
130	Ongoing	Bulk waste roll-off containers	Sanitation	\$300,000	Operating income	Ongoing
131	Ongoing	Motorola handheld radios	Sanitation	\$40,000	Operating income	Complete
132	Ongoing	Wash rack catwalk extension	Sanitation	\$39,000	Operating income	Complete
133	Ongoing	Renovations to sanitation building	Sanitation	\$35,000	Operating income	1-2 Years

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No.	Status	Action / Implementation Strategy	Responsible Party	Cost	Funding Source	Time-frame
134	Ongoing	Red Iron paint for shelters	Sanitation	\$45,000	General Fund	3-5 Years
135	Ongoing	Scale/ramp apron replacement	Landfill	\$35,000	Operating income	Complete
136	Planning	Transfer station scales pit/concrete filled	Landfill	\$30,000	Operating income	Complete
137	Ongoing	Inert landfill cover	Landfill	\$28,000	General Fund	Complete
138	Planning	Wheel loader replacement	Landfill	\$585,000	General Fund	Complete
139	Ongoing	Inert landfill cover	Landfill	\$25,000	General Fund	Complete
140	Ongoing	Tractor replacement	Landfill	\$65,000	SPLOST	Complete
141	Ongoing	Batwing mower replacement	Landfill	\$25,000	SPLOST	Complete
142	Planning	Industrial riding mower	Landfill	\$12,000	General Fund	Complete
143	Planning	Pickup truck replacement	Landfill	\$35,000	General Fund	Complete
144	Ongoing	Expansion and renovation of transfer station	Landfill	\$1,618,000	General/Operating	Complete
145	Ongoing	Utility vehicle replacement	Landfill	\$12,000	General Fund	Complete
146	Planning	Bush hog rotary mower replacement	Landfill	\$10,000	Operating income	Complete
147	Planning	Small tractor	Landfill	\$40,000	General Fund	Complete
148	Ongoing	Handheld radios	Landfill	\$24,000	Operating income	Complete
149	Ongoing	Transfer station convenience/staging area	Landfill	\$25,000	Operating income	Complete
150	Planning	Property acquisition	Landfill	\$300,000	Operating income	Ongoing
151	Ongoing as Available	Drainage Basin H&H Modeling/Engineering/Survey	Stormwater	\$370,000	TSPLST	1-2 Years
152	Ongoing as Available	Regional detention facility implementation	Stormwater	\$210,000	TSPLST	Complete
153	Planning	W. Main St. drainage improvements (Foss)	Stormwater	\$100,000	TSPLST	1-2 Years
154	Planning	West Main St. drainage improvements	Stormwater	\$150,000	TSPLST	1-2 Years
155	Planning	Add well at I-16 Industrial Park	Water/Sewer	TBD	SPLOST	Complete

# Appendix D: Required Documents

## Appendix D: Required Documents

### STATESBORO 2024 COMPREHENSIVE PLAN UPDATE

#### Technical Review Committee

Name	Affiliation	Email
Jason Boyles	Assistant City Manager	<a href="mailto:Jason.boyles@statesboroga.gov">Jason.boyles@statesboroga.gov</a>
Kathy Field	Director of Planning & Development	<a href="mailto:kathy.field@statesboroga.gov">kathy.field@statesboroga.gov</a>
Justin Williams	Planning & Housing Administrator	<a href="mailto:justin.williams@statesboroga.gov">justin.williams@statesboroga.gov</a>
David Moyer	Assistant City Engineer	<a href="mailto:david.moyer@statesboroga.gov">david.moyer@statesboroga.gov</a>
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Jermaine Foster	Planner	<a href="mailto:Jermaine.foster@statesboroga.gov">Jermaine.foster@statesboroga.gov</a>

#### Stakeholder Committee

Name	Affiliation	Email
Jennifer Davis	Executive Director/Chamber	<a href="mailto:Jennifer@statesborochamber.com">Jennifer@statesborochamber.com</a>
Keith Wright	Principal, Statesboro High	<a href="mailto:kwright@bullochschools.org">kwright@bullochschools.org</a>
Alexander Smith	Bulloch County Coordinator/Action	<a href="mailto:alsmith@myactionpact.org">alsmith@myactionpact.org</a>
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Bishop Larry Jones	Senior Pastor/Whitesville Full Gospel	No Email – 912-425-3671
Mildred Wilson	Statesboro-Bulloch LBA/Entrepreneur	<a href="mailto:Ugbdesigns@gmail.com">Ugbdesigns@gmail.com</a>
Dustin Branum	Area Manager/GDOT	<a href="mailto:DuBranum@dot.ga.gov">DuBranum@dot.ga.gov</a>
Elena McClelland	Main street Coordinator/DSDA	<a href="mailto:mainstreet@statesborodowntown.com">mainstreet@statesborodowntown.com</a>

✓ Allen Muldrew Downtown Dev. Authority *allen.muldrew@statesboroga.gov*

## Appendix D: Required Documents



**Serving the Cities and Counties of Coastal Georgia since 1964**

## Meeting Sign-In Sheet

Project: STATESBORG COMP PLAN UPDATE Date: 12/06/2023 Location: CITY HALL

## Appendix D: Required Documents



Serving the Cities and Counties of Coastal Georgia since 1964

### Meeting Sign-In Sheet

Project: Statesboro Comp Plan Update Date: 1/10/24 Location: Honey Bowen Civic Building

Name	Title	Organization	Email
Alan Gross	Business Recruitor	GSU	agross@georgiasouthern.edu
Jennifer Davis	President/CEO	Chamber of Commerce	jennifer@statesborochamber.com
Lea Pacifico	Planning Comm.	City of Statesboro	Lea.Pacifico@gmail.com
Seth Williford		Performance Services, Inc.	swilliford@performanceservices.com
William Emley			Wlemlley@NETV.COM
Benny Thompson	CEO	Dev. Authority of Bulloch Co.	benny.thompson@bullockdev.com
Mildred Wilson	LBA Board Member		Mrs._Wilson@msn.com
Cathy Dixon	Plan Comm.chair		cdixon410@frontier.com
Larry Jones	Pastor	WFG C	
Elena McLendon	Manager	DSDA	mainstreet@statesborodowntown.com
Allen Muldrew	Director	DSDA	ii
Edie Gruen		GSU	
Candice Bodkin	Asst. Professor	GSU	cbodkin@georgiasouthern.edu
Jayce Sudweeks	" "	GSU	jsudweeks@georgiasouthern.edu
Ebaw Barlow - Odom		GSU	eb18831@georgiasouthern.edu
P. Janice Tolle	Outreach Coordinator Habitat for Humanity	Habitat	rcummantolle@gmail.com

## Appendix D: Required Documents



**Serving the Cities and Counties of Coastal Georgia since 1964**

## Meeting Sign-In Sheet

Project: \_\_\_\_\_ Date: \_\_\_\_\_ Location: \_\_\_\_\_

## Appendix D: Required Documents



Serving the Cities and Counties of Coastal Georgia since 1964

### Meeting Sign-In Sheet

Project: Statesboro Comp Plan      Stakeholder Meeting      Date: 2/13/2024      Location: First United Methodist - Statesboro

Name	Title	Organization	Email
Alan Gross	Business Recruiter	Gsu	agross@georgia-southern.edu
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Janelle McBride			
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Marcus Toolie	Outreach Coordinator	Habitat Build	volunteer@habitatbulldown.org
Zoey Pittman	Gsu Student		
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Michael Ferguson			Cooper.wm.ferguson@801.com
Saari Barr			

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## Meeting Sign-In Sheet



