

Comprehensive Plan Update

June 1, 2014

**Brooklet
Portal
Register
Bulloch County**

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1. Community Goals

Not updated

2. Needs and Opportunity

DEVELOPMENT PATTERNS

Primary Issues

- Population is projected to grow by 46% between 2000 and 2030
- New development remains dependent upon the use of septic systems
- New development within the cities of Brooklet, Portal, and Register is limited because of insufficient water capacity and aging distribution systems
- Streets are designed in ways that discourage pedestrian and bike activity
- Development pressures threaten agricultural areas and open space

Primary Opportunities

- Encouraging traditional neighborhood and pedestrian friendly development patterns in growing areas will allow residents to live near and within mixed use towns and neighborhood centers that provide a place to live, work, and play
- A mixture of housing types in developing areas and concentrating new, higher density housing types into mixed use developments will make it easier for residents to walk and bike to stores and other services
- Infill development could enhance established neighborhoods and help revitalize economically distressed neighborhoods and cities
- Enhancements to downtown areas will encourage more livable, pedestrian friendly commercial areas
- Implementing the recommendations of the Bulloch County Bike Path and Greenway Plan will increase connections between communities

RESOURCE CONSERVATION

Primary Issues

- Future land use for agricultural areas and open space is being encroached on by development pressures
- Recreation facilities are needed to the north and southwest of Statesboro
- Retaining the individual identity of each city, which are largely shaped by local historic resources, is an important consideration as the area grows
- The Ogeechee River needs protection and preservation

Primary Opportunities

- Protecting floodplains, wetlands, and river corridors provides opportunities to direct growth away from these areas and into areas better suited for development near existing services
- Natural resources can be preserved within developments with the use of conservation subdivisions and other preservation tools
- Creating flexibility in local development codes could give incentives to landowners and developers to protect and preserve sensitive natural resources
- Higher density growth within residential development areas will help preserve large lot

agricultural and rural character

SOCIAL AND ECONOMIC DEVELOPMENT

Primary Issues

- Per capita income and median family income are lower than state averages and slightly higher than most of the surrounding counties
- The County lacks sufficient jobs and economic opportunities for local residents with approximately 12% of residents traveling to the Savannah area for employment
- Residents travel to the Savannah area for additional shopping, dining, and other services not currently available in Bulloch County
- There is a need to expand existing businesses and recruit new industries
- There is a significant amount of housing in poor or dilapidated condition throughout the county
- There is a need for effective housing code enforcement

Primary Opportunities

- Large and growing Georgia Southern student population will provide a young, highly educated workforce
- Bulloch County is strategically located along Interstate 16 and in close proximity to Savannah's port
- Ogeechee Tech's workforce development program is an important economic development resource
- A mixture of housing types can accommodate varying needs, including affordable housing

GOVERNMENT RELATIONS

Primary Issues

- The Service Delivery Strategy needs to be updated
- Communication between jurisdictions and the public regarding service delivery is necessary
- Partnerships between local governments and community stakeholder groups need to be promoted

Primary Opportunities

- Bulloch County has a Chamber of Commerce and Development Authority that coordinates economic development activity for the county and the municipalities

3. Community Work Program

Report of Accomplishments – Bulloch County

Action/Implementation Strategy	Status	Explanation
Development Patterns		
<i>DP Strategy 1.1.1: Amend zoning ordinance to accommodate infill housing at setbacks and minimum lots sizes that are compatible with surrounding homes but are less than what is required by code</i>	Postponed	Insufficient staff. Projected completion 2016.
<i>DP Strategy 1.2.1: Coordinate school site selection between planning officials, neighborhoods, and the school board to identify school locations within or near existing neighborhoods</i>	Ongoing	
<i>DP Strategy 1.2.2: Implement Bulloch County Recreation Master Plan recommendations to expand existing parks to offer a broader range of service and to construct new parks to serve most residents within a five mile radius</i>	Ongoing	
<i>DP Strategy 1.2.3: Construct sidewalks, trails, and bike lanes that connect neighborhoods to schools and that create safe opportunities for children to reach school</i>	Ongoing	
<i>DP Strategy 2.1.1: Follow Future Development Map to guide appropriate locations for new residential development and to preserve areas desired to remain agricultural in use</i>	Ongoing	
<i>DP Strategy 2.1.2: Adopt conservation subdivision ordinance to preserves natural features and rural character with new residential development</i>	Postponed	Insufficient staff. Projected completion 2016.
<i>DP Strategy 2.1.3: Limit water/sewer expansion into rural areas</i>	Ongoing	
<i>DP Strategy 2.1.4: Permit higher density zoning districts in close proximity to major activity centers such as town centers, major crossroads, commercial centers, and schools</i>	Ongoing	
<i>RC Strategy 2.1.5: Promote state’s Conservation Use Program, which allows a favorable tax assessment for up to ten years on properties used for agricultural purposes</i>	Ongoing	
<i>DP Strategy 2.2.1: Establish partnerships with land trusts or create financial instruments such as tax incentives that support and preserve agricultural activities and rural open space</i>	Ongoing	
<i>DP Strategy 2.2.2: Promote the use of conservation easements and conservation tax credits by landowners</i>	Ongoing	
<i>DP Strategy 2.2.3: Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)</i>	Ongoing	

Action/Implementation Strategy	Status	Explanation
DP Strategy 3.1.1: Amend existing zoning regulations to include provisions that support Traditional Neighborhood Design principles (e.g. amend Planned Unit Development district or adopt new TND ordinance; See Community Design Section)	Complete	
DP Strategy 3.1.2: Direct residential growth to Suburban Neighborhood areas	Ongoing	
DP Strategy 3.2.2: Promote the Planned Unit Development District Three (3) as a mixed use zoning alternative that allows for the mixing of different residential, commercial, and office uses that promote compact, interconnected development	Ongoing	
DP Strategy 4.1.1: Coordinate transportation planning with the Bulloch County Greenways System Master Plan and Bulloch County Transit Development Plan	Ongoing	
DP Strategy 4.1.2: Adopt Bulloch County Comprehensive Transportation Plan	Complete	
DP Strategy 4.2.1: Implement Bulloch County Greenway Master Plan	Ongoing	
DP Strategy 4.2.2: Strengthen street design requirements in the County subdivision regulations and development regulations for each city pertaining to street continuation between existing and new developments	Postponed	Insufficient staff. Projected completion 2016.
DP Strategy 4.2.3: Require sidewalks in the Planning Unit Development (PUD) district rather than making them an optional amenity	Completed	
DP Strategy 4.2.4: Prepare an existing conditions analysis of the sidewalks to identify substandard facilities and prioritize repair/replacement projects	Postponed	Insufficient staff. Projected completion 2016.
DP Strategy 5.1.1: Coordinate utilities infrastructure improvements with infill redevelopment and new development efforts to minimize energy use and maximize investment in existing infrastructure	Ongoing	
DP Strategy 5.2.1: Limit water/sewer expansion into rural areas	Ongoing	
DP Strategy 5.2.2: Ensure capital improvements needed to accommodate future development are provided concurrent with new development	Ongoing	
DP Strategy 5.2.3: Create a development review process that coordinates development approval with existing school capacity and planned facilities	Complete	
DP Strategy 5.2.4: Conduct and carry out appropriate plans and measures for effective stormwater management	Ongoing	
DP Strategy 6.1.1: Implement Bulloch County Recreation	Ongoing	

Action/Implementation Strategy	Status	Explanation
<i>Master Plan</i>		
DP Strategy 6.2.1: <i>Create incentives to encourage developers to create neighborhood parks as part of their development projects</i>	Complete	
DP Strategy 7.1.1: <i>Bulloch County and Statesboro should coordinate to establish an annexation policy to clearly articulate the conditions and requirements for annexation into the City of Statesboro</i>	Ongoing	
Resource Conservation		
RC Strategy 1.1.1: <i>Adopt a historic preservation ordinance to establish a county-wide historic preservation commission tasked with preservation-focused activities, such as historic resource surveys and designation of local historic districts</i>	Postponed	Insufficient staff. Projected completion 2017.
RC Strategy 1.1.2: <i>Apply to the Certified Local Government (CLG) Program to become eligible for federal historic preservation funds</i>	Postponed	Insufficient staff. Projected completion 2017.
RC Strategy 1.1.3: <i>Update historic resources survey</i>	Postponed	Insufficient staff. Projected completion 2017.
RC Strategy 1.1.4: <i>Coordinate with Bulloch County Historical Society to nominate eligible properties to the National Register of Historic Places and to generally promote the County's history</i>	Ongoing	
RC Strategy 1.1.5: <i>Seek local designation of existing National Register properties to ensure long-term preservation of the resources, and/or identify incentives for their preservation (e.g. building façade easements)</i>	Ongoing	
RC Strategy 2.1.1: <i>Implement the Bulloch County Greenway Master Plan</i>	Ongoing	
RC Strategy 2.2.1: <i>Discourage development in environmentally sensitive areas, as delineated in the Natural development category (see Future Development Guide and Map)</i>	Ongoing	
RC Strategy 2.2.2: <i>Utilize conservation easements and other land preservation tools to preserve important natural areas on either public or private lands</i>	Ongoing	
RC Strategy 2.3.1: <i>Incorporate minimum open space and tree protection requirements into development standards</i>	Postponed	Insufficient staff. Projected completion 2017.
RC Strategy 2.3.2: <i>Adopt a Conservation Subdivision Ordinance to maximize open space/natural vegetation</i>	Postponed	Insufficient staff. Projected completion 2017.
RC Strategy 2.4.1: <i>Continue to enforce the River Corridor Protection Ordinance with appropriate vegetation buffers and other pollution mitigation requirements</i>	Ongoing	

Action/Implementation Strategy	Status	Explanation
RC Strategy 2.4.2: Continue to enforce sediment and erosion control requirements to mitigate negative impacts of construction site runoff on Bulloch County's waterways	Ongoing	
RC Strategy 2.4.3: Continue to enforce Groundwater Recharge Area Protection Ordinance to protect groundwater	Ongoing	
RC Strategy 2.4.4: Conduct and carryout appropriate plans and measures necessary for effective stormwater management	Ongoing	
RC Strategy 2.4.5: Conduct and carryout appropriate plans and measures necessary for effective groundwater protection	Ongoing	
Social and Economic Development		
SED Strategy 1.1.1: Encourage PUDs to incorporate Traditional Neighborhood Design principles in new development (See Community Design Section)	Ongoing	
SED Strategy 1.1.2: Reduce the PUD acreage requirement for residential development to allow for smaller developments that are context sensitive within existing neighborhoods and that provide for creative site design that can incorporate Traditional Neighborhood Design principles (See Community Design Section)	Complete	
SED Strategy 1.2.1: Conduct housing study to identify affordable housing needs	Postponed	Insufficient staff. Projected completion 2016.
SED Strategy 1.2.2: Create incentives such as density bonuses or expedited permit processing for affordable housing development	Postponed	Insufficient staff. Projected completion 2016.
SED Strategy 1.2.3: Consider a Senior Living Overlay District that would allow elderly housing within existing neighborhoods and in close proximity to important services such as medical facilities, churches, or community centers	Postponed	Insufficient staff. Projected completion 2016.
SED Strategy 1.2.4: Permit development of accessory dwelling units or elderly cottage housing (i.e. granny flats) by-right in all residential areas	Postponed	Insufficient staff. Projected completion 2016.
SED Strategy 1.3.1: Develop financing tools for landowners that facilitate investment in struggling neighborhoods. Tax rebates, small low interest loan programs, or federal Community Development Block Grant (CDBG) funds for interior and exterior renovations or home energy improvements can improve the visual character and quality of life of neighborhoods.	Postponed	Insufficient staff. Projected completion 2016.
SED Strategy 1.3.2: Increase code enforcement efforts to address dilapidated housing or poorly maintained vacant lots in order to stabilize the surrounding area	Ongoing	

Action/Implementation Strategy	Status	Explanation
SED Strategy 2.1.1: Encourage location of large business and industrial facilities within the special districts identified in the Future Development Guide and Map	Ongoing	
SED Strategy 2.1.2: Encourage location of small business development near existing neighborhoods in rural centers identified in the Future Development Guide and Map	Ongoing	
SED Strategy 2.1.3: Locate major commercial activity along the suburban corridors identified in the Future Development Guide and Map	Ongoing	
SED Strategy 2.1.4: Locate small to moderate scale commercial activity at nodes within the Suburban Neighborhood-character area provided that sufficient surface transportation capacity exists	Ongoing	
SED Strategy 3.1.1: Continue to coordinate adult education opportunities that enhance the job skills of Bulloch County's workforce and that meet the needs of existing or desired businesses	Ongoing	
SED Strategy 3.2.1: Promote mixed-use development that creates opportunities to live in close proximity to job opportunities	Ongoing	
SED Strategy 4.1.1: Coordinate working relationships with planning staff, the Statesboro-Bulloch County Chamber of Commerce, educational institutions, and local businesses to ensure new and existing business developments are in line with the principles of the Future Development Guide	Ongoing	
SED Strategy 4.1.2: Promote economic growth by utilizing existing business park facilities as well as expanding business opportunities in the special districts around the I-16 interstate interchanges (See Future Development Guide)	Ongoing	
SED Strategy 4.1.3: Continue to promote commercial services that meet the regional needs of Bulloch County and its surrounding counties	Ongoing	
SED Strategy 4.1.4: Improve current development incentive policies and procedures to encourage big business to locate in Special Districts identified in the Future Development Guide	Postponed	Insufficient staff. Projected completion 2015.
SED Strategy 4.1.5: Concentrate industrial and big business development within Special Districts along US-301 and at I-16 interstate interchanges (See Future Development Guide)	Ongoing	
SED Strategy 5.1.1: Annually update and re-adopt the six year capital improvements plan that encourages investment in existing services and facilities. Emphasize infrastructure expansion only to areas identified to accommodate growth and that enhances the quality of life in already developed areas	Ongoing	

Action/Implementation Strategy	Status	Explanation
Government Relations		
<i>GR Strategy 1.1.1: Refine communication and coordination efforts regarding development activity to ensure orderly and efficient development patterns</i>	Ongoing	
<i>GR Strategy 1.1.2: Coordinate school site selection between the school board and planning officials</i>	Complete	
<i>GR Strategy 2.1.1: Continue to work with the Coastal Regional Commission to coordinate planning and development efforts in the region</i>	Ongoing	
<i>GR Strategy 2.2.1: Continue to work with surrounding counties to coordinate planning and development efforts at the borders of Bulloch County</i>	Ongoing	
<i>GR Strategy 3.1.1: Continue to work with state agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection</i>	Ongoing	
<i>GR Strategy 3.2.1: Continue to work with federal agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection</i>	Ongoing	
Character Areas		
<i>N-OS Strategy 1. Pursue government purchase of environmentally sensitive lands for the creation of wildlife areas, nature preserves, and public parks</i>	Ongoing	
<i>N-OS Strategy 2. Develop a land conservation program with Georgia Conservancy to create conservation easements or other similar conservation tools that preserve important natural areas.</i>	Postponed	Insufficient staff. Projected completion 2017.
<i>N-OS Strategy 3. Review Floodplain Protection Ordinance to ensure compliance with state and federal regulations</i>	Postponed	Insufficient staff. Projected completion 2017.
<i>N-OS Strategy 4. Review development regulations to ensure stormwater and erosion controls mitigate construction and development impacts on natural areas</i>	Postponed	Insufficient staff. Projected completion 2017.
<i>N-OS Strategy 5. Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)</i>	Ongoing	
<i>N-OS Strategy 6. Adopt specific cross sections for roads that cross N-OS character area</i>	Postponed	Insufficient staff. Projected completion 2017.
<i>N-OS Strategy 7. Develop a Countywide Greenways Master Plan</i>	Postponed	Insufficient staff.

Action/Implementation Strategy	Status	Explanation
<i>that outlines a system of interconnected greenway/trail corridors, addresses greenway trail crossings of all roads, and defines specific priorities for property acquisition to develop the system</i>		Projected completion 2017.
N-OS Strategy 8. Follow BMPs for erosion and sedimentation control, as defined in the Georgia Erosion and Sedimentation Act	Ongoing	
N-OS Strategy 9. Promote the use of conservation easements and conservation tax credits by landowners	Ongoing	
R-OS Strategy 1 and R-N Strategy 1. Adopt a Conservation Subdivision Ordinance to ensure the preservation of rural character, sensitive natural resources and large tracts of permanent green space by allowing for cluster development	Postponed	Insufficient staff. Projected completion 2018.
R-OS Strategy 2. Maintain AG-5 development regulations	Ongoing	
R-OS Strategy 3, R-N Strategy 4 and S-N Strategy 3. Adopt typical street cross-sections and/or development standards for Rural Development Category Character Areas that identify appropriate width and configuration and that require paved roads to use drainage swales in lieu of curb, gutter and sidewalk	Postponed	Insufficient staff. Projected completion 2018.
R-OS Strategy 4. Carefully design roadway alterations to minimize scenic and environmental impacts	Ongoing	
R-OS Strategy 5. Adopt a policy that discourages extension of public utilities into R-OS Character Area	Postponed	Insufficient staff. Projected completion 2018.
R-OS Strategy 6. Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)	Ongoing	
R-N Strategy 2. Maintain R-40 development regulations	Ongoing	
R-C Strategy 1. Adopt Rural Center overlay district that defines desired standards for commercial uses and site design	Postponed	Insufficient staff. Projected completion 2018.
S-N Strategy 1. Prepare and adopt a Traditional Neighborhood Development (TND) ordinance	Postponed	Insufficient staff. Projected completion 2017.
S-N Strategy 2. Prepare and adopt street connectivity requirements that require a connected system of streets within new subdivisions and connections to existing subdivisions, including requiring multiple stub out streets to allow for future connectivity when adjacent properties develop	Postponed	Insufficient staff. Projected completion 2017.
S-N Strategy 4. Adopt a Tree Protection/Replacement Ordinance that limits clearing and grading to maintain the natural tree canopy as much as possible	Postponed	Insufficient staff. Projected completion 2017.
S-N Strategy 5. Reduce PUD minimum area requirements to	Complete	

Action/Implementation Strategy	Status	Explanation
<i>encourage smaller developments and innovative infill development</i>		
S-N Strategy 6. Prepare and adopt a connector street plan	Postponed	Insufficient staff. Projected completion 2017.
S-N Strategy 7. Develop residential infill guidelines applicable in Suburban Neighborhood areas in order to ensure that the scale and character of new development on vacant lots is compatible with existing development	Postponed	Insufficient staff. Projected completion 2017.
S-C Strategy 1. Prepare and adopt a Corridor Overlay District to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the corridor	Postponed	Insufficient staff. Projected completion 2017.
A-D Strategy 1. Enforce existing height requirements	Ongoing	
A-D Strategy 2. Review rezoning requests to ensure compatibility with airport district character area	Postponed	Insufficient staff. Projected completion 2017.
A-D Strategy 3, E-D Strategy 1 and IG-D Strategy 1. Review and modify industrial zoning category standards to accommodate desired business development to guide desired building and site aesthetics/design	Postponed	Insufficient staff. Projected completion 2017.
A-D Strategy 4. Determine and administer appropriate buffers for noise and safety to accommodate the long-range needs of the airport	Postponed	Insufficient staff. Projected completion 2017.
A-D Strategy 5. Evaluate the need for other requirements for new development to address land use compatibility and the mitigation of any impacts that may adversely affect existing or future aviation operations or aviation-related land uses at the airport.	Postponed	Insufficient staff. Projected completion 2017.
IG-D Strategy 2. Prepare and adopt an Interchange Overlay District to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the district	Complete	
IG-D Strategy 3. Expand sewer service to include all IG-D areas currently underserved	Underway	2024

Bulloch County – Community Work Program

Action/Implementation Strategy	2014	2015	2016	2017	2018	Responsible Party	Cost Estimate	Funding Source
Development Patterns								
<i>DP Strategy 1.1.1: Amend zoning ordinance to accommodate infill housing at setbacks and minimum lots sizes that are compatible with surrounding homes but are less than what is required by code</i>			✓			County	Variable	Staff Time
<i>DP Strategy 1.2.1: Coordinate school site selection between planning officials, neighborhoods, and the school board to identify school locations within or near existing neighborhoods</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>DP Strategy 1.2.2: Implement Bulloch County Recreation Master Plan recommendations to expand existing parks to offer a broader range of service and to construct new parks to serve most residents within a five mile radius</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>DP Strategy 1.2.3: Construct sidewalks, trails, and bike lanes that connect neighborhoods to schools and that create safe opportunities for children to reach school</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>DP Strategy 2.1.1: Follow Future Development Map to guide appropriate locations for new residential development and to preserve areas desired to remain agricultural in use</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>DP Strategy 2.1.2: Adopt conservation subdivision ordinance to preserves natural features and rural character with new residential development</i>			✓			County	Variable	Staff Time
<i>DP Strategy 2.1.3: Limit water/sewer expansion into rural areas</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>DP Strategy 2.1.4: Permit higher density zoning districts in close proximity to major activity centers such as town centers, major crossroads, commercial centers, and schools</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>RC Strategy 2.1.5: Promote state's Conservation Use Program, which allows a favorable tax assessment for up to ten years on properties used for agricultural purposes</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>DP Strategy 2.2.1: Establish partnerships with land trusts or create financial instruments such as tax incentives that support and preserve agricultural activities and rural open space</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>DP Strategy 2.2.2: Promote the use of conservation easements and conservation tax credits by landowners</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>DP Strategy 2.2.3: Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>DP Strategy 3.1.2: Direct residential growth to Suburban Neighborhood areas</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>DP Strategy 3.2.2: Promote the Planned Unit Development District Three (3) as a mixed use zoning alternative that allows for the mixing of different residential, commercial, and office uses that promote compact, interconnected development</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>DP Strategy 4.1.1: Coordinate transportation planning with the Bulloch County Greenways System Master Plan and Bulloch County Transit Development Plan</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>DP Strategy 4.2.1: Implement Bulloch County Greenway Master Plan</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>DP Strategy 4.2.2: Strengthen street design requirements in the County subdivision regulations and development regulations for each city pertaining to street continuation between existing and new developments</i>			✓			County	Variable	Staff Time
<i>DP Strategy 4.2.4: Prepare an existing conditions analysis of the sidewalks to identify substandard facilities and prioritize repair/replacement projects</i>			✓			County	Variable	General Fund
<i>DP Strategy 5.1.1: Coordinate utilities infrastructure improvements with infill redevelopment and new development efforts to minimize energy use and maximize investment in existing infrastructure</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>DP Strategy 5.2.1: Limit water/sewer expansion into rural areas</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>DP Strategy 5.2.2: Ensure capital improvements needed to accommodate future development are provided concurrent with new development</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>DP Strategy 5.2.4: Conduct and carry out appropriate plans and measures for effective stormwater management</i>	↻	↻	↻	↻	↻	County	Variable	Staff Time
<i>DP Strategy 6.1.1: Implement Bulloch County Recreation Master Plan</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>DP Strategy 6.2.1: Create incentives to encourage developers to create neighborhood parks as part of their development projects</i>		✓				County	Variable	Staff Time
<i>DP Strategy 7.1.1: Bulloch County and Statesboro should coordinate to establish an annexation policy to clearly articulate the conditions and requirements for annexation into the City of Statesboro</i>	↻	↻	↻	↻	↻	County	Variable	Staff Time

Action/Implementation Strategy	2014	2015	2016	2017	2018	Responsible Party	Cost Estimate	Funding Source
Resource Conservation								
<i>RC Strategy 1.1.1: Adopt a historic preservation ordinance to establish a county-wide historic preservation commission tasked with preservation-focused activities, such as historic resource surveys and designation of local historic districts</i>				✓		County	Variable	Staff Time
<i>RC Strategy 1.1.2: Apply to the Certified Local Government (CLG) Program to become eligible for federal historic preservation funds</i>				✓		County	Variable	Staff Time
<i>RC Strategy 1.1.3: Update historic resources survey</i>				✓		County	Variable	Staff Time
<i>RC Strategy 1.1.4: Coordinate with Bulloch County Historical Society to nominate eligible properties to the National Register of Historic Places and to generally promote the County's history</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>RC Strategy 1.1.5: Seek local designation of existing National Register properties to ensure long-term preservation of the resources, and/or identify incentives for their preservation (e.g. building façade easements)</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>RC Strategy 2.1.1: Implement the Bulloch County Greenway Master Plan</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>RC Strategy 2.2.1: Discourage development in environmentally sensitive areas, as delineated in the Natural development category (see Future Development Guide and Map)</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>RC Strategy 2.2.2: Utilize conservation easements and other land preservation tools to preserve important natural areas on either public or private lands</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>RC Strategy 2.3.1: Incorporate minimum open space and tree protection requirements into development standards</i>				✓		County	Variable	Staff Time
<i>RC Strategy 2.3.2: Adopt a Conservation Subdivision Ordinance to maximize open space/natural vegetation</i>				✓		County	Variable	Staff Time
<i>RC Strategy 2.4.1: Continue to enforce the River Corridor Protection Ordinance with appropriate vegetation buffers and other pollution mitigation requirements</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>RC Strategy 2.4.2: Continue to enforce sediment and erosion control requirements to mitigate negative impacts of construction site runoff on Bulloch County's waterways</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>RC Strategy 2.4.3: Continue to enforce Groundwater Recharge Area Protection Ordinance to protect groundwater</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>RC Strategy 2.4.4: Conduct and carryout appropriate plans and measures necessary for effective stormwater management</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>RC Strategy 2.4.5: Conduct and carryout appropriate plans and measures necessary for effective groundwater protection</i>	↻	↻	↻	↻	↻	County	N/A	N/A
Social and Economic Development								
<i>SED Strategy 1.1.1: Encourage PUDs to incorporate Traditional Neighborhood Design principles in new development (See Community Design Section)</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>SED Strategy 1.1.2: Reduce the PUD acreage requirement for residential development to allow for smaller developments that are context sensitive within existing neighborhoods and that provide for creative site design that can incorporate Traditional Neighborhood Design principles (See Community Design Section)</i>			✓			County	Variable	Staff Time
<i>SED Strategy 1.2.1: Conduct housing study to identify affordable housing needs</i>			✓			County	Variable	General Fund
<i>SED Strategy 1.2.2: Create incentives such as density bonuses or expedited permit processing for affordable housing development</i>			✓			County	Variable	Staff Time
<i>SED Strategy 1.2.3: Consider a Senior Living Overlay District that would allow elderly housing within existing neighborhoods and in close proximity to important services such as medical facilities, churches, or community centers</i>			✓			County	Variable	Staff Time
<i>SED Strategy 1.2.4: Permit development of accessory dwelling units or elderly cottage housing (i.e. granny flats) by-right in all residential areas</i>			✓			County	Variable	Staff Time
<i>SED Strategy 1.3.1: Develop financing tools for landowners that facilitate investment in struggling neighborhoods. Tax rebates, small low interest loan programs, or federal Community Development Block Grant (CDBG) funds for interior and exterior renovations or home energy improvements can improve the visual character and quality of life of neighborhoods.</i>			✓			County	Variable	Staff Time
<i>SED Strategy 1.3.2: Increase code enforcement efforts to address dilapidated housing or poorly maintained vacant lots in order to stabilize the surrounding area</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>SED Strategy 2.1.1: Encourage location of large business and industrial facilities within the special districts identified in the Future Development Guide and Map</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>SED Strategy 2.1.2: Encourage location of small business development near existing neighborhoods in rural centers identified in the Future Development Guide and Map</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>SED Strategy 2.1.3: Locate major commercial activity along the suburban corridors identified in the Future Development Guide and Map</i>	↻	↻	↻	↻	↻	County	N/A	N/A
<i>SED Strategy 2.1.4: Locate small to moderate scale commercial activity at nodes within the Suburban Neighborhood-character area provided that sufficient surface transportation capacity exists</i>	↻	↻	↻	↻	↻	County	N/A	N/A

Action/Implementation Strategy	2014	2015	2016	2017	2018	Responsible Party	Cost Estimate	Funding Source
SED Strategy 3.1.1: Continue to coordinate adult education opportunities that enhance the job skills of Bulloch County's workforce and that meet the needs of existing or desired businesses	☺	☺	☺	☺	☺	County	N/A	N/A
SED Strategy 3.2.1: Promote mixed-use development that creates opportunities to live in close proximity to job opportunities	☺	☺	☺	☺	☺	County	N/A	N/A
SED Strategy 4.1.1: Coordinate working relationships with planning staff, the Statesboro-Bulloch County Chamber of Commerce, educational institutions, and local businesses to ensure new and existing business developments are in line with the principles of the Future Development Guide	☺	☺	☺	☺	☺	County	N/A	N/A
SED Strategy 4.1.2: Promote economic growth by utilizing existing business park facilities as well as expanding business opportunities in the special districts around the I-16 interstate interchanges (See Future Development Guide)	☺	☺	☺	☺	☺	County	N/A	N/A
SED Strategy 4.1.3: Continue to promote commercial services that meet the regional needs of Bulloch County and its surrounding counties	☺	☺	☺	☺	☺	County	N/A	N/A
SED Strategy 4.1.4: Improve current development incentive policies and procedures to encourage big business to locate in Special Districts identified in the Future Development Guide		✓				County	Variable	Staff Time
SED Strategy 4.1.5: Concentrate industrial and big business development within Special Districts along US-301 and at I-16 interstate interchanges (See Future Development Guide)	☺	☺	☺	☺	☺	County	N/A	N/A
SED Strategy 5.1.1: Annually update and re-adopt the six year capital improvements plan that encourages investment in existing services and facilities. Emphasize infrastructure expansion only to areas identified to accommodate growth and that enhances the quality of life in already developed areas	☺	☺	☺	☺	☺	County	N/A	N/A
Government Relations								
GR Strategy 1.1.1: Refine communication and coordination efforts regarding development activity to ensure orderly and efficient development patterns	☺	☺	☺	☺	☺	County	N/A	N/A
GR Strategy 1.1.2: Coordinate school site selection between the school board and planning officials	☺	☺	☺	☺	☺	County	N/A	N/A
GR Strategy 2.1.1: Continue to work with the Coastal Regional Commission to coordinate planning and development efforts in the region	☺	☺	☺	☺	☺	County, Regional Agencies	N/A	N/A
GR Strategy 2.2.1: Continue to work with surrounding counties to coordinate planning and development efforts at the borders of Bulloch County	☺	☺	☺	☺	☺	County	N/A	N/A
GR Strategy 3.1.1: Continue to work with state agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection	☺	☺	☺	☺	☺	County, State Agencies	N/A	N/A
GR Strategy 3.2.1: Continue to work with federal agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection	☺	☺	☺	☺	☺	County, State Agencies, Federal Agencies	N/A	N/A
Character Areas								
N-OS Strategy 1. Pursue government purchase of environmentally sensitive lands for the creation of wildlife areas, nature preserves, and public parks	☺	☺	☺	☺	☺	County	N/A	N/A
N-OS Strategy 2. Develop a land conservation program with Georgia Conservancy to create conservation easements or other similar conservation tools that preserve important natural areas.				✓		County	Variable	Staff Time
N-OS Strategy 3. Review Floodplain Protection Ordinance to ensure compliance with state and federal regulations				✓		County	Variable	Staff Time
N-OS Strategy 4. Review development regulations to ensure stormwater and erosion controls mitigate construction and development impacts on natural areas				✓		County	Variable	Staff Time
N-OS Strategy 5. Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)	☺	☺	☺	☺	☺	County	N/A	N/A
N-OS Strategy 6. Adopt specific cross sections for roads that cross N-OS character area					✓	County	Variable	Staff Time
N-OS Strategy 7. Develop a Countywide Greenways Master Plan that outlines a system of interconnected greenway/trail corridors, addresses greenway trail crossings of all roads, and defines specific priorities for property acquisition to develop the system					✓	County	Variable	General Fund
N-OS Strategy 8. Follow BMPs for erosion and sedimentation control, as defined in the Georgia Erosion and Sedimentation Act	☺	☺	☺	☺	☺	County	N/A	N/A
N-OS Strategy 9. Promote the use of conservation easements and conservation tax credits by landowners	☺	☺	☺	☺	☺	County	N/A	N/A
R-OS Strategy 1 and R-N Strategy 1. Adopt a Conservation Subdivision Ordinance to ensure the preservation of rural character, sensitive natural resources and large tracts of permanent green space by allowing for cluster development					✓	County	Variable	Staff Time

Action/Implementation Strategy	2014	2015	2016	2017	2018	Responsible Party	Cost Estimate	Funding Source
R-OS Strategy 2. Maintain AG-5 development regulations	☺	☺	☺	☺	☺	County	N/A	N/A
R-OS Strategy 3, R-N Strategy 4 and S-N Strategy 3. Adopt typical street cross-sections and/or development standards for Rural Development Category Character Areas that identify appropriate width and configuration and that require paved roads to use drainage swales in lieu of curb, gutter and sidewalk					✓	County	Variable	Staff Time
R-OS Strategy 4. Carefully design roadway alterations to minimize scenic and environmental impacts	☺	☺	☺	☺	☺	County	N/A	N/A
R-OS Strategy 5. Adopt a policy that discourages extension of public utilities into R-OS Character Area					✓	County	Variable	Staff Time
R-OS Strategy 6. Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)	☺	☺	☺	☺	☺	County	N/A	N/A
R-N Strategy 2. Maintain R-40 development regulations	☺	☺	☺	☺	☺	County	N/A	N/A
R-C Strategy 1. Adopt Rural Center overlay district that defines desired standards for commercial uses and site design					✓	County	Variable	Staff Time
S-N Strategy 1. Prepare and adopt a Traditional Neighborhood Development (TND) ordinance				✓		County	Variable	Staff Time
S-N Strategy 2. Prepare and adopt street connectivity requirements that require a connected system of streets within new subdivisions and connections to existing subdivisions, including requiring multiple stub out streets to allow for future connectivity when adjacent properties develop				✓		County	Variable	Staff Time
S-N Strategy 4. Adopt a Tree Protection/Replacement Ordinance that limits clearing and grading to maintain the natural tree canopy as much as possible				✓		County	Variable	Staff Time
S-N Strategy 5. Reduce PUD minimum area requirements to encourage smaller developments and innovative infill development				✓		County	Variable	Staff Time
S-N Strategy 6. Prepare and adopt a connector street plan				✓		County	Variable	General Fund
S-N Strategy 7. Develop residential infill guidelines applicable in Suburban Neighborhood areas in order to ensure that the scale and character of new development on vacant lots is compatible with existing development				✓		County	Variable	General Fund
S-C Strategy 1. Prepare and adopt a Corridor Overlay District to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the corridor				✓		County	Variable	Staff Time
A-D Strategy 1. Enforce existing height requirements	☺	☺	☺	☺	☺	County	N/A	N/A
A-D Strategy 2. Review rezoning requests to ensure compatibility with airport district character area				✓		County	Variable	Staff Time
A-D Strategy 3, E-D Strategy 1 and IG-D Strategy 1. Review and modify industrial zoning category standards to accommodate desired business development to guide desired building and site aesthetics/design				✓		County	Variable	Staff Time
A-D Strategy 4. Determine and administer appropriate buffers for noise and safety to accommodate the long-range needs of the airport				✓		County	Variable	Staff Time
A-D Strategy 5. Evaluate the need for other requirements for new development to address land use compatibility and the mitigation of any impacts that may adversely affect existing or future aviation operations or aviation-related land uses at the airport.				✓		County	Variable	Staff Time
IG-D Strategy 2. Prepare and adopt an Interchange Overlay District to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the district				✓		County	Variable	Staff Time
IG-D Strategy 3. Expand sewer service to include all IG-D areas currently underserved	☺	☺	☺	☺	☺	County	Variable	General Fund

3. Community Work Program

Report of Accomplishments – Brooklet

Action/Implementation Strategy	Status	Explanation
Development Patterns		
<i>DP Strategy 1.1.1: Amend zoning ordinance to accommodate infill housing at setbacks and minimum lots sizes that are compatible with surrounding homes but are less than what is required by code</i>	Postponed	Insufficient staff. Projected completion 2016.
<i>DP Strategy 1.1.2: Develop a vacant site inventory and identify those that are suitable for infill development</i>	Postponed	Insufficient staff. Projected completion 2015.
<i>DP Strategy 1.1.3: Create an inventory of buildings suitable for redevelopment</i>	Completed	
<i>DP Strategy 1.2.1: Coordinate school site selection between planning officials, neighborhoods, and the school board to identify school locations within or near existing neighborhoods</i>	Ongoing	
<i>DP Strategy 1.2.2: Implement Bulloch County Recreation Master Plan recommendations to expand existing parks to offer a broader range of service and to construct new parks to serve most residents within a five mile radius</i>	Ongoing	
<i>DP Strategy 1.2.3: Construct sidewalks, trails, and bike lanes that connect neighborhoods to schools and that create safe opportunities for children to reach school</i>	Ongoing	
<i>DP Strategy 3.1.1: Amend existing zoning regulations to include provisions that support Traditional Neighborhood Design principles (e.g. amend Planned Unit Development district or adopt new TND ordinance; See Community Design Section)</i>	Postponed	Insufficient staff. Projected completion 2015.
<i>DP Strategy 3.1.2: Direct residential growth to Suburban Neighborhood areas</i>	Ongoing	
<i>DP Strategy 3.2.1: Adopt a mixed use zoning district or develop a mixed use overlay zoning district that allows for a vertical mix of higher density residential, office, and commercial uses, that promotes compact, interconnected development, and that continues traditional “Main Street” development patterns</i>	Postponed	Insufficient staff. Projected completion 2015.
<i>DP Strategy 4.1.1: Coordinate transportation planning</i>	Ongoing	

Action/Implementation Strategy	Status	Explanation
<i>with the Bulloch County Greenways System Master Plan and Bulloch County Transit Development Plan</i>		
DP Strategy 4.1.2: Adopt Bulloch County Comprehensive Transportation Plan	Postponed	Insufficient staff. Projected completion 2015.
DP Strategy 4.2.1: Implement Bulloch County Greenway Master Plan	Ongoing	
DP Strategy 4.2.2: Strengthen street design requirements in the County subdivision regulations and development regulations for each city pertaining to street continuation between existing and new developments	Postponed	Insufficient staff. Projected completion 2016.
DP Strategy 4.2.3: Require sidewalks in all new development	Ongoing	
DP Strategy 4.2.4: Prepare an existing conditions analysis of the sidewalks to identify substandard facilities and prioritize repair/replacement projects	Completed	
DP Strategy 5.1.1: Coordinate utilities infrastructure improvements with infill redevelopment and new development efforts to minimize energy use and maximize investment in existing infrastructure	Ongoing	
DP Strategy 5.2.1: Limit water/sewer expansion into rural areas	Ongoing	
DP Strategy 5.2.2: Ensure capital improvements needed to accommodate future development are provided concurrent with new development	Ongoing	
DP Strategy 5.2.3: Create a development review process that coordinates development approval with existing school capacity and planned facilities	Ongoing	
DP Strategy 6.1.1: Implement Bulloch County Recreation Master Plan	Ongoing	
DP Strategy 6.2.1: Create incentives to encourage developers to create neighborhood parks as part of their development projects	Postponed	Insufficient staff. Projected completion 2015.
Resource Conservation		
RC Strategy 2.2.1: Discourage development in environmentally sensitive areas, as delineated in the Natural development category (see Future Development Guide and Map)	Ongoing	
RC Strategy 2.4.1: Continue to enforce the River Corridor Protection Ordinance with appropriate vegetation buffers and other pollution mitigation requirements	Ongoing	

Action/Implementation Strategy	Status	Explanation
RC Strategy 2.4.2: Continue to enforce sediment and erosion control requirements to mitigate negative impacts of construction site runoff on Bulloch County's waterways	Ongoing	
RC Strategy 2.4.3: Continue to enforce Groundwater Recharge Area Protection Ordinance to protect groundwater	Ongoing	
Social and Economic Development		
SED Strategy 1.2.4: Permit development of accessory dwelling units or elderly cottage housing (i.e. granny flats) by-right in all residential areas	Postponed	Insufficient staff. Projected completion 2015.
SED Strategy 1.3.1: Develop financing tools for landowners that facilitate investment in struggling neighborhoods. Tax rebates, small low interest loan programs, or federal Community Development Block Grant (CDBG) funds for interior and exterior renovations or home energy improvements can improve the visual character and quality of life of neighborhoods	Postponed	Insufficient staff. Projected completion 2015.
SED Strategy 1.3.2: Increase code enforcement efforts to address dilapidated housing or poorly maintained vacant lots in order to stabilize the surrounding area	Ongoing	
SED Strategy 3.1.1: Continue to coordinate adult education opportunities that enhance the job skills of Bulloch County's workforce and that meet the needs of existing or desired businesses	Ongoing	
SED Strategy 3.2.1: Promote mixed-use development that creates opportunities to live in close proximity to job opportunities	Ongoing	
SED Strategy 4.1.1: Coordinate working relationships with planning staff, the Statesboro-Bulloch County Chamber of Commerce, educational institutions, and local businesses to ensure new and existing business developments are in line with the principles of the Future Development Guide	Ongoing	
SED Strategy 4.1.3: Continue to promote commercial services that meet the regional needs of Bulloch County and its surrounding counties	Ongoing	
SED Strategy 5.1.1: Develop capital improvements plan that encourages investment in existing services and facilities. Emphasize infrastructure expansion only to areas identified to accommodate growth and that enhances the quality of life in already developed areas	Ongoing	

Action/Implementation Strategy	Status	Explanation
Government Relations		
GR Strategy 1.1.1: Refine communication and coordination efforts regarding development activity to ensure orderly and efficient development patterns	Ongoing	
GR Strategy 1.1.2: Coordinate school site selection between the school board and planning officials	Ongoing	
GR Strategy 2.1.1: Continue to work with the Coastal Regional Commission to coordinate planning and development efforts in the region	Ongoing	
GR Strategy 2.2.1: Continue to work with surrounding counties to coordinate planning and development efforts at the borders of Bulloch County	Ongoing	
GR Strategy 3.1.1: Continue to work with state agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection	Ongoing	
GR Strategy 3.2.1: Continue to work with federal agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection	Ongoing	
Character Areas		
N-OS Strategy 1. Pursue government purchase of environmentally sensitive lands for the creation of wildlife areas, nature preserves, and public parks	Ongoing	
N-OS Strategy 2. Develop a land conservation program with Georgia Conservancy to create conservation easements or other similar conservation tools that preserve important natural areas.	Postponed	Insufficient staff. Projected completion 2015.
N-OS Strategy 3. Review Floodplain Protection Ordinance to ensure compliance with state and federal regulations	Completed	
N-OS Strategy 4. Review development regulations to ensure stormwater and erosion controls mitigate construction and development impacts on natural areas	Postponed	Insufficient staff. Projected completion 2015.
N-OS Strategy 5. Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)	Postponed	Insufficient staff. Projected completion 2016.
N-OS Strategy 6. Adopt specific cross sections for	Postponed	Insufficient staff.

Action/Implementation Strategy	Status	Explanation
<i>roads that cross NOS character area</i>		Projected completion 2016.
N-OS Strategy 7. <i>Develop a Countywide Greenways Master Plan that outlines a countywide system of interconnected greenway/trail corridors, addresses greenway trail crossings of all roads, and defines specific priorities for property acquisition to develop the system</i>	Postponed	Insufficient staff. Projected completion 2016.
N-OS Strategy 8. <i>Follow BMPs for erosion and sedimentation control, as defined in the Georgia Erosion and Sedimentation Act</i>	Ongoing	
N-OS Strategy 9. <i>Promote the use of conservation easements and conservation tax credits by landowners</i>	Ongoing	
U-N Strategy 1. <i>Prepare and adopt a Traditional Neighborhood Development (TND) ordinance to create walkable, compact residential development</i>	Postponed	Insufficient staff. Projected completion 2014.
U-N Strategy 2. <i>Prepare and adopt PUD zoning category to encourage innovative site design and development</i>	Not Accomplished	No longer a priority
U-N Strategy 3. <i>Reduce minimum lot dimensions to encourage compact, walkable development patterns</i>	Completed	
U-N Strategy 4. <i>Prepare an existing conditions analysis of the City's sidewalks to identify substandard facilities and prioritize repair/replacement projects</i>	Completed	
U-N Strategy 5. <i>Amend the zoning ordinance to support appropriate infill standards, including flexible setback provisions that ensure new construction is compatible with existing development patterns</i>	Postponed	Insufficient staff. Projected completion 2015.
U-N Strategy 6. <i>Develop a City-wide vacant site inventory and identify those that are suitable for infill development</i>	Postponed	Insufficient staff. Projected completion 2014.
U-N Strategy 7. <i>Create a City-wide inventory of buildings suitable for redevelopment</i>	Postponed	Insufficient staff. Projected completion 2014.
U-CTR Strategy 1. <i>Prepare and adopt an Urban-Center Overlay District to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the character area</i>	Postponed	Insufficient staff. Projected completion 2015.
U-CTR Strategy 2. <i>Prepare and adopt Corridor/Streetscape Master Plans to guide</i>	Postponed	Insufficient staff. Projected

Action/Implementation Strategy	Status	Explanation
<i>enhancements</i>		completion 2016.
U-COR Strategy 1. <i>Prepare and adopt an Urban-Corridor Overlay District to regulate building placement, design and size; sign placement; size and materials; landscaping; access management; interparcel access and other elements that contribute to the look and function of the corridor</i>	Postponed	Insufficient staff. Projected completion 2015.
U-COR Strategy 2. <i>Prepare and adopt Corridor/Streetscape Master Plans for Commercial Corridor character areas to guide enhancements</i>	Postponed	Insufficient staff. Projected completion 2016.
U-COR Strategy 3. <i>Prepare and adopt necessary regulatory amendments to require interparcel access, limit curb cuts, and require sidewalks with new commercial and mixed use development</i>	Postponed	Insufficient staff. Projected completion 2015.

Brooklet – Community Work Program

Action/Implementation Strategy	2014	2015	2016	2017	2018	Responsible Party	Cost Estimate	Funding Source
Development Patterns								
DP Strategy 1.1.1: Amend zoning ordinance to accommodate infill housing at setbacks and minimum lots sizes that are compatible with surrounding homes but are less than what is required by code			✓			City	Variable	Staff Time
DP Strategy 1.1.2: Develop a vacant site inventory and identify those that are suitable for infill development		✓				City	Variable	General Fund
DP Strategy 1.2.1: Coordinate school site selection between planning officials, neighborhoods, and the school board to identify school locations within or near existing neighborhoods	↻	↻	↻	↻	↻	City, County	N/A	N/A
DP Strategy 1.2.2: Implement Bulloch County Recreation Master Plan recommendations to expand existing parks to offer a broader range of service and to construct new parks to serve most residents within a five mile radius	↻	↻	↻	↻	↻	City, County	N/A	N/A
DP Strategy 1.2.3: Construct sidewalks, trails, and bike lanes that connect neighborhoods to schools and that create safe opportunities for children to reach school	↻	↻	↻	↻	↻	City	N/A	N/A
DP Strategy 3.1.1: Amend existing zoning regulations to include provisions that support Traditional Neighborhood Design principles (e.g. amend Planned Unit Development district or adopt new TND ordinance; See Community Design Section)		✓				City	Variable	Staff Time
DP Strategy 3.1.2: Direct residential growth to Suburban Neighborhood areas	↻	↻	↻	↻	↻	City	N/A	N/A
DP Strategy 3.2.1: Adopt a mixed use zoning district or develop a mixed use overlay zoning district that allows for a vertical mix of higher density residential, office, and commercial uses, that promotes compact, interconnected development, and that continues traditional "Main Street" development patterns		✓				City	Variable	Staff Time
DP Strategy 4.1.1: Coordinate transportation planning with the Bulloch County Greenways System Master Plan and Bulloch County Transit Development Plan	↻	↻	↻	↻	↻	City, County	N/A	N/A
DP Strategy 4.1.2: Adopt Bulloch County Comprehensive Transportation Plan		✓				City	Variable	N/A
DP Strategy 4.2.1: Implement Bulloch County Greenway Master Plan	↻	↻	↻	↻	↻	City, County	N/A	N/A
DP Strategy 4.2.2: Strengthen street design requirements in the County subdivision regulations and development regulations for each city pertaining to street continuation between existing and new developments			✓			City	Variable	Staff Time
DP Strategy 4.2.3: Require sidewalks in all new development	↻	↻	↻	↻	↻	City	N/A	N/A
DP Strategy 5.1.1: Coordinate utilities infrastructure improvements with infill redevelopment and new development efforts to minimize energy use and maximize investment in existing infrastructure	↻	↻	↻	↻	↻	City	N/A	N/A
DP Strategy 5.2.1: Limit water/sewer expansion into rural areas	↻	↻	↻	↻	↻	City	N/A	N/A
DP Strategy 5.2.2: Ensure capital improvements needed to accommodate future development are provided concurrent with new development	↻	↻	↻	↻	↻	City	N/A	N/A
DP Strategy 5.2.3: Create a development review process that coordinates development approval with existing school capacity and planned facilities	↻	↻	↻	↻	↻	City	N/A	Staff Time
DP Strategy 6.1.1: Implement Bulloch County Recreation Master Plan	↻	↻	↻	↻	↻	City, County	N/A	Staff Time
DP Strategy 6.2.1: Create incentives to encourage developers to create neighborhood parks as part of their development projects		✓				City	Variable	Staff Time
Resource Conservation								
RC Strategy 2.2.1: Discourage development in environmentally sensitive areas, as delineated in the Natural development category (see Future Development Guide and Map)	↻	↻	↻	↻	↻	City	N/A	N/A
RC Strategy 2.4.1: Continue to enforce the River Corridor Protection Ordinance with appropriate vegetation buffers and other pollution mitigation requirements	↻	↻	↻	↻	↻	City	N/A	N/A
RC Strategy 2.4.2: Continue to enforce sediment and erosion control requirements to mitigate negative impacts of construction site runoff on Bulloch County's waterways	↻	↻	↻	↻	↻	City	N/A	N/A
RC Strategy 2.4.3: Continue to enforce Groundwater Recharge Area Protection Ordinance to protect groundwater	↻	↻	↻	↻	↻	City	N/A	N/A
Social and Economic Development								
SED Strategy 1.2.4: Permit development of accessory dwelling units or elderly cottage housing (i.e. granny flats) by-right in all residential areas		✓				City	Variable	Staff Time

Action/Implementation Strategy	2014	2015	2016	2017	2018	Responsible Party	Cost Estimate	Funding Source
SED Strategy 1.3.1: Develop financing tools for landowners that facilitate investment in struggling neighborhoods. Tax rebates, small low interest loan programs, or federal Community Development Block Grant (CDBG) funds for interior and exterior renovations or home energy improvements can improve the visual character and quality of life of neighborhoods		✓				City	Variable	Staff Time
SED Strategy 1.3.2: Increase code enforcement efforts to address dilapidated housing or poorly maintained vacant lots in order to stabilize the surrounding area	↻	↻	↻	↻	↻	City	N/A	Staff Time
SED Strategy 3.1.1: Continue to coordinate adult education opportunities that enhance the job skills of Bulloch County's workforce and that meet the needs of existing or desired businesses	↻	↻	↻	↻	↻	City, County	N/A	N/A
SED Strategy 3.2.1: Promote mixed-use development that creates opportunities to live in close proximity to job opportunities	↻	↻	↻	↻	↻	City	N/A	N/A
SED Strategy 4.1.1: Coordinate working relationships with planning staff, the Statesboro-Bulloch County Chamber of Commerce, educational institutions, and local businesses to ensure new and existing business developments are in line with the principles of the Future Development Guide	↻	↻	↻	↻	↻	City, County	N/A	N/A
SED Strategy 4.1.3: Continue to promote commercial services that meet the regional needs of Bulloch County and its surrounding counties	↻	↻	↻	↻	↻	City	N/A	Staff Time
SED Strategy 5.1.1: Develop capital improvements plan that encourages investment in existing services and facilities. Emphasize infrastructure expansion only to areas identified to accommodate growth and that enhances the quality of life in already developed areas	↻	↻	↻	↻	↻	City	N/A	Staff Time
Government Relations								
GR Strategy 1.1.1: Refine communication and coordination efforts regarding development activity to ensure orderly and efficient development patterns	↻	↻	↻	↻	↻	City,	N/A	N/A
GR Strategy 1.1.2: Coordinate school site selection between the school board and planning officials	↻	↻	↻	↻	↻	City, County	N/A	N/A
GR Strategy 2.1.1: Continue to work with the Coastal Regional Commission to coordinate planning and development efforts in the region	↻	↻	↻	↻	↻	City, County, Regional Agencies	N/A	N/A
GR Strategy 2.2.1: Continue to work with surrounding counties to coordinate planning and development efforts at the borders of Bulloch County	↻	↻	↻	↻	↻	City, County	N/A	N/A
GR Strategy 3.1.1: Continue to work with state agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection	↻	↻	↻	↻	↻	City, County, Regional Agencies, State Agencies	N/A	N/A
GR Strategy 3.2.1: Continue to work with federal agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection	↻	↻	↻	↻	↻	City, County, Regional Agencies, State Agencies, Federal Agencies	N/A	N/A
Character Areas								
N-OS Strategy 1. Pursue government purchase of environmentally sensitive lands for the creation of wildlife areas, nature preserves, and public parks	↻	↻	↻	↻	↻	City	N/A	Staff Time
N-OS Strategy 2. Develop a land conservation program with Georgia Conservancy to create conservation easements or other similar conservation tools that preserve important natural areas.		✓				City	Variable	Staff Time
N-OS Strategy 4. Review development regulations to ensure stormwater and erosion controls mitigate construction and development impacts on natural areas		✓				City	Variable	Staff Time
N-OS Strategy 5. Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)			✓			City	Variable	Staff Time
N-OS Strategy 6. Adopt specific cross sections for roads that cross NOS character area			✓			City	Variable	Staff Time
N-OS Strategy 7. Develop a Countywide Greenways Master Plan that outlines a countywide system of interconnected greenway/trail corridors, addresses greenway trail crossings of all roads, and defines specific priorities for property acquisition to develop the system			✓			City, County	Variable	Staff Time
N-OS Strategy 8. Follow BMPs for erosion and sedimentation control, as defined in the Georgia Erosion and Sedimentation Act	↻	↻	↻	↻	↻	City	N/A	N/A
N-OS Strategy 9. Promote the use of conservation easements and conservation tax credits by landowners	↻	↻	↻	↻	↻	City	N/A	Staff Time
U-N Strategy 1. Prepare and adopt a Traditional Neighborhood Development (TND) ordinance to create walkable, compact residential development	✓					City	Variable	Staff Time

Action/Implementation Strategy	2014	2015	2016	2017	2018	Responsible Party	Cost Estimate	Funding Source
U-N Strategy 5. Amend the zoning ordinance to support appropriate infill standards, including flexible setback provisions that ensure new construction is compatible with existing development patterns		✓				City	Variable	Staff Time
U-N Strategy 6. Develop a City-wide vacant site inventory and identify those that are suitable for infill development	✓					City	Variable	General Fund
U-N Strategy 7. Create a City-wide inventory of buildings suitable for redevelopment	✓					City	Variable	General Fund
U-CTR Strategy 1. Prepare and adopt an Urban-Center Overlay District to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the character area		✓				City	Variable	Staff Time
U-CTR Strategy 2. Prepare and adopt Corridor/Streetscape Master Plans to guide enhancements			✓			City	Variable	Staff Time
U-COR Strategy 1. Prepare and adopt an Urban-Corridor Overlay District to regulate building placement, design and size; sign placement; size and materials; landscaping; access management; interparcel access and other elements that contribute to the look and function of the corridor		✓				City	Variable	Staff Time
U-COR Strategy 2. Prepare and adopt Corridor/Streetscape Master Plans for Commercial Corridor character areas to guide enhancements			✓			City	Variable	Staff Time
U-COR Strategy 3. Prepare and adopt necessary regulatory amendments to require interparcel access, limit curb cuts, and require sidewalks with new commercial and mixed use development		✓				City	Variable	Staff Time

3. Community Work Program

Report of Accomplishments – Portal

Action/Implementation Strategy	Status	Explanation
Development Patterns		
DP Strategy 1.1.1: Amend zoning ordinance to accommodate infill housing at setbacks and minimum lots sizes that are compatible with surrounding homes but are less than what is required by code.	Complete	
DP Strategy 1.1.2: Develop a vacant site inventory and identify those that are suitable for infill development	Postponed	Insufficient staff, complete in 2015
DP Strategy 1.1.3: Create an inventory of buildings suitable for redevelopment	Postponed	Insufficient staff, complete in 2014
DP Strategy 1.2.1: Coordinate school site selection between planning officials, neighborhoods, and the school board to identify school locations within or near existing neighborhoods	Ongoing	
DP Strategy 1.2.2: Implement Bulloch County Recreation Master Plan recommendations to expand existing parks to offer a broader range of service and to construct new parks to serve most residents within a five mile radius	Ongoing	
DP Strategy 1.2.3: Construct sidewalks, trails, and bike lanes that connect neighborhoods to schools and that create safe opportunities for children to reach school	Ongoing	
DP Strategy 3.1.1: Amend existing zoning regulations to include provisions that support Traditional Neighborhood Design principles (e.g. amend Planned Unit Development district or adopt new TND ordinance; See Community Design Section)	Postponed	Insufficient staff, complete in 2015
DP Strategy 3.1.2: Direct residential growth to Suburban Neighborhood areas	Ongoing	
DP Strategy 3.2.1: Adopt a mixed use zoning district or develop a mixed use overlay zoning district that allows for a vertical mix of higher density residential, office, and commercial uses, that promotes compact, interconnected development, and that continues traditional “Main Street” development patterns	Postponed	Insufficient staff, complete in 2015
DP Strategy 4.1.1: Coordinate transportation planning with the Bulloch County Greenways System Master Plan and Bulloch County Transit Development Plan	Ongoing	

Action/Implementation Strategy	Status	Explanation
DP Strategy 4.1.2: Adopt the Bulloch County Comprehensive Transportation Plan	Postponed	Insufficient staff, complete in 2015
DP Strategy 4.2.1: Implement Bulloch County Greenway Master Plan	Ongoing	
DP Strategy 4.2.2: Strengthen street design requirements in the County subdivision regulations and development regulations for each city pertaining to street continuation between existing and new developments	Postponed	Insufficient staff, complete in 2014
DP Strategy 4.2.3: Require sidewalks in all new development	Ongoing	
DP Strategy 4.2.4: Prepare an existing conditions analysis of the sidewalks to identify substandard facilities and prioritize repair/replacement projects	Ongoing	
DP Strategy 5.1.1: Coordinate utilities infrastructure improvements with infill redevelopment and new development efforts to minimize energy use and maximize investment in existing infrastructure	Ongoing	
DP Strategy 5.2.1: Limit water/sewer expansion into rural areas	Ongoing	
DP Strategy 5.2.2: Ensure capital improvements needed to accommodate future development are provided concurrent with new development	Ongoing	
DP Strategy 5.2.3: Create a development review process that coordinates development approval with existing school capacity and planned facilities	Ongoing	
DP Strategy 6.1.1: Implement Bulloch County Recreation Master Plan	Ongoing	
DP Strategy 6.2.1: Create incentives to encourage developers to create neighborhood parks as part of their development projects	Postponed	Insufficient staff, complete in 2014
Resource Conservation		
RC Strategy 2.2.1: Discourage development in environmentally sensitive areas, as delineated in the Natural development category (see Future Development Guide and Map)	Ongoing	
RC Strategy 2.4.1: Continue to enforce the River Corridor Protection Ordinance with appropriate vegetation buffers and other pollution mitigation requirements	Ongoing	
RC Strategy 2.4.2: Continue to enforce sediment and erosion control requirements to mitigate negative impacts of construction site runoff on Bulloch County's waterways	Ongoing	

Action/Implementation Strategy	Status	Explanation
RC Strategy 2.4.3: Continue to enforce Groundwater Recharge Area Protection Ordinance to protect groundwater	Ongoing	
Social and Economic Development		
SED Strategy 1.2.4: Permit development of accessory dwelling units or elderly cottage housing (i.e. granny flats) by-right in all residential areas	Complete	
SED Strategy 1.3.1: Develop financing tools for landowners that facilitate investment in struggling neighborhoods. Tax rebates, small low interest loan programs, or federal Community Development Block Grant (CDBG) funds for interior and exterior renovations or home energy improvements can improve the visual character and quality of life of neighborhoods.	Postponed	Insufficient staff, complete in 2015
SED Strategy 1.3.2: Increase code enforcement efforts to address dilapidated housing or poorly maintained vacant lots in order to stabilize the surrounding area	Ongoing	
SED Strategy 3.1.1: Continue to coordinate adult education opportunities that enhance the job skills of Bulloch County's workforce and that meet the needs of existing or desired businesses	Ongoing	
SED Strategy 3.2.1: Promote mixed-use development that creates opportunities to live in close proximity to job opportunities	Ongoing	
SED Strategy 4.1.1: Coordinate working relationships with planning staff, educational institutions, the Statesboro-Bulloch County Chamber of Commerce, and local businesses to ensure new and existing business developments are in line with the principles of the Future Development Guide	Ongoing	
SED Strategy 4.1.3: Continue to promote commercial services that meet the regional needs of Bulloch County and its surrounding counties	Ongoing	
SED Strategy 5.1.1: Develop capital improvements plan that encourages investment in existing services and facilities. Emphasize infrastructure expansion only to areas identified to accommodate growth and that enhances the quality of life in already developed areas	Ongoing	
Government Relations		
GR Strategy 1.1.1: Refine communication and coordination efforts regarding development activity to ensure orderly and efficient development patterns	Ongoing	
GR Strategy 1.1.2: Coordinate school site selection	Ongoing	

Action/Implementation Strategy	Status	Explanation
<i>between the school board and planning officials</i>		
GR Strategy 2.1.1: Continue to work with the Coastal Regional Commission to coordinate planning and development efforts in the region	Ongoing	
GR Strategy 2.2.1: Continue to work with surrounding counties to coordinate planning and development efforts at the borders of Bulloch County	Ongoing	
GR Strategy 3.1.1: Continue to work with state agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection	Ongoing	
GR Strategy 3.2.1: Continue to work with federal agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection	Ongoing	
Character Areas		
N-OS Strategy 1. Pursue government purchase of environmentally sensitive lands for the creation of wildlife areas, nature preserves, and public parks	Ongoing	
N-OS Strategy 2. Develop a land conservation program with Georgia Conservancy to create conservation easements or other similar conservation tools that preserve important natural areas	Postponed	Insufficient staff, complete in 2015
N-OS Strategy 3. Review Floodplain protection ordinance to ensure compliance with state and federal regulations	Postponed	Insufficient staff, complete in 2015
N-OS Strategy 4. Review development regulations to ensure stormwater and erosion controls mitigate construction and development impacts on natural areas	Postponed	Insufficient staff, complete in 2015
N-OS Strategy 5. Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)	Postponed	Insufficient staff, complete in 2016
N-OS Strategy 6. Adopt specific cross sections for roads that cross N-OS character area	Postponed	Insufficient staff, complete in 2016
N-OS Strategy 7. Develop a Countywide Greenways Master Plan that outlines a countywide system of interconnected greenway/trail corridors, addresses greenway trail crossings of all roads, and defines specific priorities for property acquisition to develop	Postponed	Insufficient staff, complete in 2016

Action/Implementation Strategy	Status	Explanation
<i>the system</i>		
N-OS Strategy 8. Follow BMPs for erosion and sedimentation control, as defined in the Georgia Erosion and Sedimentation Act	Ongoing	
N-OS Strategy 9. Promote the use of conservation easements and conservation tax credits by landowners	Ongoing	
U-N Strategy 1. Prepare and adopt a Traditional Neighborhood Development (TND) ordinance to create walkable, compact residential development	Postponed	Insufficient staff, complete in 2014
U-N Strategy 2. Prepare and adopt PUD zoning category to encourage innovative site design and development	Postponed	Insufficient staff, complete in 2015
U-N Strategy 3. Reduce minimum lot dimensions to encourage compact, walkable development patterns	Postponed	Insufficient staff, complete in 2015
U-N Strategy 4. Prepare an existing conditions analysis of the City's sidewalks to identify substandard facilities and prioritize repair/replacement projects	Postponed	Insufficient staff, complete in 2014
U-N Strategy 5. Amend the zoning ordinance to support appropriate infill standards, including flexible setback provisions that ensure new construction is compatible with existing development patterns	Complete	
U-N Strategy 6. Develop a City-wide vacant site inventory and identify those that are suitable for infill development	Postponed	Insufficient staff, complete in 2014
U-N Strategy 7. Create a City-wide inventory of buildings suitable for redevelopment	Postponed	Insufficient staff, complete in 2014
U-CTR Strategy 1. Prepare and adopt an Urban-Center Overlay District to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the character area	Postponed	Insufficient staff, complete in 2015
U-CTR Strategy 2. Prepare and adopt Corridor/Streetscape Master Plans to guide enhancements	Postponed	Insufficient staff, complete in 2016
U-COR Strategy 1. Prepare and adopt an Urban-Corridor Overlay District to regulate building placement, design and size; sign placement; size and materials; landscaping; access management; interparcel access and other elements that contribute to the look and function of the corridor	Postponed	Insufficient staff, complete in 2015

Action/Implementation Strategy	Status	Explanation
<i>U-COR Strategy 2. Prepare and adopt Corridor/Streetscape Master Plans for Commercial Corridor character areas to guide enhancements</i>	Postponed	Insufficient staff, complete in 2016
<i>U-COR Strategy 3. Prepare and adopt necessary regulatory amendments to require interparcel access, limit curb cuts, and require sidewalks with new commercial and mixed use development</i>	Postponed	Insufficient staff, complete in 2015

Portal – Community Work Program

Action/Implementation Strategy	2014	2015	2016	2017	2018	Responsible Party	Cost Estimate	Funding Source
Development Patterns								
<i>DP Strategy 1.1.2: Develop a vacant site inventory and identify those that are suitable for infill development</i>		✓				City	Variable	General Fund
<i>DP Strategy 1.1.3: Create an inventory of buildings suitable for redevelopment</i>	✓					City	Variable	General Fund
<i>DP Strategy 1.2.1: Coordinate school site selection between planning officials, neighborhoods, and the school board to identify school locations within or near existing neighborhoods</i>	↻	↻	↻	↻	↻	City, County	N/A	N/A
<i>DP Strategy 1.2.2: Implement Bulloch County Recreation Master Plan recommendations to expand existing parks to offer a broader range of service and to construct new parks to serve most residents within a five mile radius</i>	↻	↻	↻	↻	↻	City, County	N/A	N/A
<i>DP Strategy 1.2.3: Construct sidewalks, trails, and bike lanes that connect neighborhoods to schools and that create safe opportunities for children to reach school</i>	↻	↻	↻	↻	↻	City	N/A	N/A
<i>DP Strategy 3.1.1: Amend existing zoning regulations to include provisions that support Traditional Neighborhood Design principles (e.g. amend Planned Unit Development district or adopt new TND ordinance; See Community Design Section)</i>		✓				City	Variable	Staff Time
<i>DP Strategy 3.1.2: Direct residential growth to Suburban Neighborhood areas</i>	↻	↻	↻	↻	↻	City	N/A	N/A
<i>DP Strategy 3.2.1: Adopt a mixed use zoning district or develop a mixed use overlay zoning district that allows for a vertical mix of higher density residential, office, and commercial uses, that promotes compact, interconnected development, and that continues traditional "Main Street" development patterns</i>		✓				City	Variable	Staff Time
<i>DP Strategy 4.1.1: Coordinate transportation planning with the Bulloch County Greenways System Master Plan and Bulloch County Transit Development Plan</i>	↻	↻	↻	↻	↻	City, County	N/A	N/A
<i>DP Strategy 4.1.2: Adopt the Bulloch County Comprehensive Transportation Plan</i>		✓				City	Variable	N/A
<i>DP Strategy 4.2.1: Implement Bulloch County Greenway Master Plan</i>	↻	↻	↻	↻	↻	City, County	N/A	N/A
<i>DP Strategy 4.2.2: Strengthen street design requirements in the County subdivision regulations and development regulations for each city pertaining to street continuation between existing and new developments</i>			✓			City	Variable	Staff Time
<i>DP Strategy 4.2.3: Require sidewalks in all new development</i>	↻	↻	↻	↻	↻	City	N/A	N/A
<i>DP Strategy 4.2.4: Prepare an existing conditions analysis of the sidewalks to identify substandard facilities and prioritize repair/replacement projects</i>	✓					City	Variable	General Fund
<i>DP Strategy 5.1.1: Coordinate utilities infrastructure improvements with infill redevelopment and new development efforts to minimize energy use and maximize investment in existing infrastructure</i>	↻	↻	↻	↻	↻	City	N/A	N/A
<i>DP Strategy 5.2.1: Limit water/sewer expansion into rural areas</i>	↻	↻	↻	↻	↻	City	N/A	N/A
<i>DP Strategy 5.2.2: Ensure capital improvements needed to accommodate future development are provided concurrent with new development</i>	↻	↻	↻	↻	↻	City	N/A	N/A
<i>DP Strategy 5.2.3: Create a development review process that coordinates development approval with existing school capacity and planned facilities</i>	↻	↻	↻	↻	↻	City	N/A	Staff Time
<i>DP Strategy 6.1.1: Implement Bulloch County Recreation Master Plan</i>	↻	↻	↻	↻	↻	City, County	N/A	Staff Time
<i>DP Strategy 6.2.1: Create incentives to encourage developers to create neighborhood parks as part of their development projects</i>		✓				City	Variable	Staff Time
Resource Conservation								
<i>RC Strategy 2.2.1: Discourage development in environmentally sensitive areas, as delineated in the Natural development category (see Future Development Guide and Map)</i>	↻	↻	↻	↻	↻	City	N/A	N/A
<i>RC Strategy 2.4.1: Continue to enforce the River Corridor Protection Ordinance with appropriate vegetation buffers and other pollution mitigation requirements</i>	↻	↻	↻	↻	↻	City	N/A	N/A
<i>RC Strategy 2.4.2: Continue to enforce sediment and erosion control requirements to mitigate negative impacts of construction site runoff on Bulloch County's waterways</i>	↻	↻	↻	↻	↻	City	N/A	N/A
<i>RC Strategy 2.4.3: Continue to enforce Groundwater Recharge Area Protection Ordinance to protect groundwater</i>	↻	↻	↻	↻	↻	City	N/A	N/A
Social and Economic Development								

Action/Implementation Strategy	2014	2015	2016	2017	2018	Responsible Party	Cost Estimate	Funding Source
SED Strategy 1.3.1: Develop financing tools for landowners that facilitate investment in struggling neighborhoods. Tax rebates, small low interest loan programs, or federal Community Development Block Grant (CDBG) funds for interior and exterior renovations or home energy improvements can improve the visual character and quality of life of neighborhoods.		✓				City	Variable	Staff Time
SED Strategy 1.3.2: Increase code enforcement efforts to address dilapidated housing or poorly maintained vacant lots in order to stabilize the surrounding area	↻	↻	↻	↻	↻	City	N/A	Staff Time
SED Strategy 3.1.1: Continue to coordinate adult education opportunities that enhance the job skills of Bulloch County's workforce and that meet the needs of existing or desired businesses	↻	↻	↻	↻	↻	City, County	N/A	N/A
SED Strategy 3.2.1: Promote mixed-use development that creates opportunities to live in close proximity to job opportunities	↻	↻	↻	↻	↻	City	N/A	N/A
SED Strategy 4.1.1: Coordinate working relationships with planning staff, educational institutions, the Statesboro-Bulloch County Chamber of Commerce, and local businesses to ensure new and existing business developments are in line with the principles of the Future Development Guide	↻	↻	↻	↻	↻	City, County	N/A	N/A
SED Strategy 4.1.3: Continue to promote commercial services that meet the regional needs of Bulloch County and its surrounding counties	↻	↻	↻	↻	↻	City	N/A	Staff Time
SED Strategy 5.1.1: Develop capital improvements plan that encourages investment in existing services and facilities. Emphasize infrastructure expansion only to areas identified to accommodate growth and that enhances the quality of life in already developed areas	↻	↻	↻	↻	↻	City	N/A	Staff Time
Government Relations								
GR Strategy 1.1.1: Refine communication and coordination efforts regarding development activity to ensure orderly and efficient development patterns	↻	↻	↻	↻	↻	City,	N/A	N/A
GR Strategy 1.1.2: Coordinate school site selection between the school board and planning officials	↻	↻	↻	↻	↻	City, County	N/A	N/A
GR Strategy 2.1.1: Continue to work with the Coastal Regional Commission to coordinate planning and development efforts in the region	↻	↻	↻	↻	↻	City, County, Regional Agencies	N/A	N/A
GR Strategy 2.2.1: Continue to work with surrounding counties to coordinate planning and development efforts at the borders of Bulloch County	↻	↻	↻	↻	↻	City, County	N/A	N/A
GR Strategy 3.1.1: Continue to work with state agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection	↻	↻	↻	↻	↻	City, County, Regional Agencies, State Agencies	N/A	N/A
GR Strategy 3.2.1: Continue to work with federal agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection	↻	↻	↻	↻	↻	City, County, Regional Agencies, State Agencies, Federal Agencies	N/A	N/A
Character Areas								
N-OS Strategy 1. Pursue government purchase of environmentally sensitive lands for the creation of wildlife areas, nature preserves, and public parks	↻	↻	↻	↻	↻	City	N/A	Staff Time
N-OS Strategy 2. Develop a land conservation program with Georgia Conservancy to create conservation easements or other similar conservation tools that preserve important natural areas		✓				City	Variable	Staff Time
N-OS Strategy 3. Review Floodplain protection ordinance to ensure compliance with state and federal regulations		✓				City	Variable	Staff Time
N-OS Strategy 4. Review development regulations to ensure stormwater and erosion controls mitigate construction and development impacts on natural areas		✓				City	Variable	Staff Time
N-OS Strategy 5. Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)			✓			City	Variable	Staff Time
N-OS Strategy 6. Adopt specific cross sections for roads that cross N-OS character area			✓			City	Variable	Staff Time
N-OS Strategy 7. Develop a Countywide Greenways Master Plan that outlines a countywide system of interconnected greenway/trail corridors, addresses greenway trail crossings of all roads, and defines specific priorities for property acquisition to develop the system			✓			City, County	Variable	Staff Time
N-OS Strategy 8. Follow BMPs for erosion and sedimentation control, as defined in the Georgia Erosion and Sedimentation Act	↻	↻	↻	↻	↻	City	N/A	N/A
N-OS Strategy 9. Promote the use of conservation easements and conservation tax credits by landowners	↻	↻	↻	↻	↻	City	N/A	Staff Time
U-N Strategy 1. Prepare and adopt a Traditional Neighborhood Development (TND) ordinance to create walkable, compact residential development	✓					City	Variable	Staff Time
U-N Strategy 2. Prepare and adopt PUD zoning category to encourage innovative site design and development		✓				City	Variable	Staff Time

Action/Implementation Strategy	2014	2015	2016	2017	2018	Responsible Party	Cost Estimate	Funding Source
U-N Strategy 3. Reduce minimum lot dimensions to encourage compact, walkable development patterns		✓				City	Variable	Staff Time
U-N Strategy 4. Prepare an existing conditions analysis of the City's sidewalks to identify substandard facilities and prioritize repair/replacement projects	✓					City	Variable	General Fund
U-N Strategy 6. Develop a City-wide vacant site inventory and identify those that are suitable for infill development	✓					City	Variable	General Fund
U-N Strategy 7. Create a City-wide inventory of buildings suitable for redevelopment	✓					City	Variable	General Fund
U-CTR Strategy 1. Prepare and adopt an Urban-Center Overlay District to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the character area		✓				City	Variable	Staff Time
U-CTR Strategy 2. Prepare and adopt Corridor/Streetscape Master Plans to guide enhancements			✓			City	Variable	Staff Time
U-COR Strategy 1. Prepare and adopt an Urban-Corridor Overlay District to regulate building placement, design and size; sign placement; size and materials; landscaping; access management; interparcel access and other elements that contribute to the look and function of the corridor		✓				City	Variable	Staff Time
U-COR Strategy 2. Prepare and adopt Corridor/Streetscape Master Plans for Commercial Corridor character areas to guide enhancements			✓			City	Variable	Staff Time
U-COR Strategy 3. Prepare and adopt necessary regulatory amendments to require interparcel access, limit curb cuts, and require sidewalks with new commercial and mixed use development		✓				City	Variable	Staff Time

3. Community Work Program

Report of Accomplishments – Register

Action/Implementation Strategy	Status	Explanation
Development Patterns		
DP Strategy 1.1.1: Amend zoning ordinance to accommodate infill housing at setbacks and minimum lots sizes that are compatible with surrounding homes but are less than what is required by code.	Postponed	Insufficient staff, complete in 2016
DP Strategy 1.1.2: Develop a vacant site inventory and identify those that are suitable for infill development	Postponed	Insufficient staff, complete in 2015
DP Strategy 1.1.3: Create an inventory of buildings suitable for redevelopment	Postponed	Insufficient staff, complete in 2014
DP Strategy 1.2.1: Coordinate school site selection between planning officials, neighborhoods, and the school board to identify school locations within or near existing neighborhoods	Ongoing	
DP Strategy 1.2.2: Implement Bulloch County Recreation Master Plan recommendations to expand existing parks to offer a broader range of service and to construct new parks to serve most residents within a five mile radius	Ongoing	
DP Strategy 1.2.3: Construct sidewalks, trails, and bike lanes that connect neighborhoods to schools and that create safe opportunities for children to reach school	Ongoing	
DP Strategy 3.1.1: Amend existing zoning regulations to include provisions that support Traditional Neighborhood Design principles (e.g. amend Planned Unit Development district or adopt new TND ordinance; See Community Design Section)	Postponed	Insufficient staff, complete in 2015
DP Strategy 3.1.2: Direct residential growth to Suburban Neighborhood areas	Ongoing	
DP Strategy 3.2.1: Adopt a mixed use zoning district or develop a mixed use overlay zoning district that allows for a vertical mix of higher density residential, office, and commercial uses, that promotes compact, interconnected development, and that continues traditional “Main Street” development patterns	Postponed	Insufficient staff, complete in 2015
DP Strategy 4.1.1: Coordinate transportation planning with the Bulloch County Greenways System Master Plan and Bulloch County Transit Development Plan	Ongoing	
DP Strategy 4.1.2: Adopt the Bulloch County	Postponed	Insufficient staff,

Action/Implementation Strategy	Status	Explanation
<i>Comprehensive Transportation Plan</i>		complete in 2015
DP Strategy 4.2.1: <i>Implement Bulloch County Greenway Master Plan</i>	Ongoing	
DP Strategy 4.2.2: <i>Strengthen street design requirements in the County subdivision regulations and development regulations for each city pertaining to street continuation between existing and new Ongoing developments</i>	Postponed	Insufficient staff, complete in 2017
DP Strategy 4.2.3: <i>Require sidewalks in all new development</i>	Ongoing	
DP Strategy 4.2.4: <i>Prepare an existing conditions analysis of the sidewalks to identify substandard facilities and prioritize repair/replacement projects</i>	Postponed	Insufficient staff, complete in 2014
DP Strategy 5.1.1: <i>Coordinate utilities infrastructure improvements with infill redevelopment and new development efforts to minimize energy use and maximize investment in existing infrastructure</i>	Ongoing	
DP Strategy 5.2.1: <i>Limit water/sewer expansion into rural areas</i>	Ongoing	
DP Strategy 5.2.2: <i>Ensure capital improvements needed to accommodate future development are provided concurrent with new development</i>	Ongoing	
DP Strategy 5.2.3: <i>Create a development review process that coordinates development approval with existing school capacity and planned facilities</i>	Ongoing	
DP Strategy 6.1.1: <i>Implement Bulloch County Recreation Master Plan</i>	Ongoing	
DP Strategy 6.2.1: <i>Create incentives to encourage developers to create neighborhood parks as part of their development projects</i>	Postponed	Insufficient staff, complete in 2015
Resource Conservation		
RC Strategy 2.2.1: <i>Discourage development in environmentally sensitive areas, as delineated in the Natural development category (see Future Development Guide and Map)</i>	Ongoing	
RC Strategy 2.4.1: <i>Continue to enforce the River Corridor Protection Ordinance with appropriate vegetation buffers and other pollution mitigation requirements</i>	Ongoing	
RC Strategy 2.4.2: <i>Continue to enforce sediment and erosion control requirements to mitigate negative impacts of construction site runoff on Bulloch County's waterways</i>	Ongoing	
RC Strategy 2.4.3: <i>Continue to enforce Groundwater Recharge Area Protection Ordinance to protect</i>	Ongoing	

Action/Implementation Strategy	Status	Explanation
<i>groundwater</i>		
Social and Economic Development		
SED Strategy 1.2.4: <i>Permit development of accessory dwelling units or elderly cottage housing (i.e. granny flats) by-right in all residential areas</i>	Postponed	Insufficient staff, complete in 2015
SED Strategy 1.3.1: <i>Develop financing tools for landowners that facilitate investment in struggling neighborhoods. Tax rebates, small low interest loan programs, or federal Community Development Block Grant (CDBG) funds for interior and exterior renovations or home energy improvements can improve the visual character and quality of life of neighborhoods.</i>	Postponed	Insufficient staff, complete in 2015
SED Strategy 1.3.2: <i>Increase code enforcement efforts to address dilapidated housing or poorly maintained vacant lots in order to stabilize the surrounding area</i>	Ongoing	
SED Strategy 3.1.1: <i>Continue to coordinate adult education opportunities that enhance the job skills of Bulloch County's workforce and that meet the needs of existing or desired businesses</i>	Ongoing	
SED Strategy 3.2.1: <i>Promote mixed-use development that creates opportunities to live in close proximity to job opportunities</i>	Ongoing	
SED Strategy 4.1.1: <i>Coordinate working relationships with planning staff, educational institutions, the Statesboro-Bulloch County Chamber of Commerce, and local businesses to ensure new and existing business developments are in line with the principles of the Future Development Guide</i>	Ongoing	
SED Strategy 4.1.3: <i>Continue to promote commercial services that meet the regional needs of Bulloch County and its surrounding counties</i>	Ongoing	
SED Strategy 5.1.1: <i>Develop capital improvements plan that encourages investment in existing services and facilities. Emphasize infrastructure expansion only to areas identified to accommodate growth and that enhances the quality of life in already developed areas</i>	Ongoing	
Government Relations		
GR Strategy 1.1.1: <i>Refine communication and coordination efforts regarding development activity to ensure orderly and efficient development patterns</i>	Ongoing	
GR Strategy 1.1.2: <i>Coordinate school site selection between the school board and planning officials</i>	Ongoing	

Action/Implementation Strategy	Status	Explanation
GR Strategy 2.1.1: Continue to work with the Coastal Regional Commission to coordinate planning and development efforts in the region	Ongoing	
GR Strategy 2.2.1: Continue to work with surrounding counties to coordinate planning and development efforts at the borders of Bulloch County	Ongoing	
GR Strategy 3.1.1: Continue to work with state agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection	Ongoing	
GR Strategy 3.2.1: Continue to work with federal agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection	Ongoing	
Character Areas		
N-OS Strategy 1. Pursue government purchase of environmentally sensitive lands for the creation of wildlife areas, nature preserves, and public parks	Ongoing	
N-OS Strategy 2. Develop a land conservation program with Georgia Conservancy to create conservation easements or other similar conservation tools that preserve important natural areas.	Postponed	Insufficient staff, complete in 2015
N-OS Strategy 3. Review Floodplain Protection Ordinance to ensure compliance with state and federal regulations	Postponed	Insufficient staff, complete in 2015
N-OS Strategy 4. Review development regulations to ensure stormwater and erosion controls mitigate construction and development impacts on natural areas	Postponed	Insufficient staff, complete in 2015
N-OS Strategy 5. Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)	Postponed	Insufficient staff, complete in 2016
N-OS Strategy 6. Adopt specific cross sections for roads that cross NOS character area	Postponed	Insufficient staff, complete in 2016
N-OS Strategy 7. Develop a Countywide Greenways Master Plan that outlines a countywide system of interconnected greenway/trail corridors, addresses greenway trail crossings of all roads, and defines specific priorities for property acquisition to develop the system	Postponed	Insufficient staff, complete in 2016

Action/Implementation Strategy	Status	Explanation
N-OS Strategy 8. Follow BMPs for erosion and sedimentation control, as defined in the Georgia Erosion and Sedimentation Act	Ongoing	
N-OS Strategy 9. Promote the use of conservation easements and conservation tax credits by landowners	Ongoing	
U-N Strategy 1. Prepare and adopt a Traditional Neighborhood Development (TND) ordinance to create walkable, compact residential development	Postponed	Insufficient staff, complete in 2014
U-N Strategy 2. Prepare and adopt PUD zoning category to encourage innovative site design and development	Postponed	Insufficient staff, complete in 2015
U-N Strategy 3. Reduce minimum lot dimensions to encourage compact, walkable development patterns	Postponed	Insufficient staff, complete in 2015
U-N Strategy 4. Prepare an existing conditions analysis of the City's sidewalks to identify substandard facilities and prioritize repair/replacement projects	Postponed	Insufficient staff, complete in 2014
U-N Strategy 5. Amend the zoning ordinance to support appropriate infill standards, including flexible setback provisions that ensure new construction is compatible with existing development patterns	Postponed	Insufficient staff, complete in 2015
U-N Strategy 6. Develop a City-wide vacant site inventory and identify those that are suitable for infill development	Postponed	Insufficient staff, complete in 2014
U-N Strategy 7. Create a City-wide inventory of buildings suitable for redevelopment	Postponed	Insufficient staff, complete in 2014
U-CTR Strategy 1. Prepare and adopt an Urban-Center Overlay District to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the character area	Postponed	Insufficient staff, complete in 2015
U-CTR Strategy 2. Prepare and adopt Corridor/Streetscape Master Plans to guide enhancements	Postponed	Insufficient staff, complete in 2016
U-COR Strategy 1. Prepare and adopt an Urban-Corridor Overlay District to regulate building placement, design and size; sign placement; size and materials; landscaping; access management; interparcel access and other elements that contribute to the look and function of the corridor	Postponed	Insufficient staff, complete in 2015
U-COR Strategy 2. Prepare and adopt Corridor/Streetscape Master Plans for Commercial	Postponed	Insufficient staff, complete in 2016

Action/Implementation Strategy	Status	Explanation
<i>Corridor character areas to guide enhancements</i>		
<i>U-COR Strategy 3. Prepare and adopt necessary regulatory amendments to require interparcel access, limit curb cuts, and require sidewalks with new commercial and mixed use development</i>	Postponed	Insufficient staff, complete in 2015

Register – Community Work Program

Action/Implementation Strategy	2014	2015	2016	2017	2018	Responsible Party	Cost Estimate	Funding Source
Development Patterns								
<i>DP Strategy 1.1.1: Amend zoning ordinance to accommodate infill housing at setbacks and minimum lots sizes that are compatible with surrounding homes but are less than what is required by code.</i>			✓			City	Variable	Staff Time
<i>DP Strategy 1.1.2: Develop a vacant site inventory and identify those that are suitable for infill development</i>		✓				City	Variable	General Fund
<i>DP Strategy 1.1.3: Create an inventory of buildings suitable for redevelopment</i>	✓					City	Variable	General Fund
<i>DP Strategy 1.2.1: Coordinate school site selection between planning officials, neighborhoods, and the school board to identify school locations within or near existing neighborhoods</i>	↻	↻	↻	↻	↻	City, County	N/A	N/A
<i>DP Strategy 1.2.2: Implement Bulloch County Recreation Master Plan recommendations to expand existing parks to offer a broader range of service and to construct new parks to serve most residents within a five mile radius</i>	↻	↻	↻	↻	↻	City, County	N/A	N/A
<i>DP Strategy 1.2.3: Construct sidewalks, trails, and bike lanes that connect neighborhoods to schools and that create safe opportunities for children to reach school</i>	↻	↻	↻	↻	↻	City	N/A	N/A
<i>DP Strategy 3.1.1: Amend existing zoning regulations to include provisions that support Traditional Neighborhood Design principles (e.g. amend Planned Unit Development district or adopt new TND ordinance; See Community Design Section)</i>		✓				City	Variable	Staff Time
<i>DP Strategy 3.1.2: Direct residential growth to Suburban Neighborhood areas</i>	↻	↻	↻	↻	↻	City	N/A	N/A
<i>DP Strategy 3.2.1: Adopt a mixed use zoning district or develop a mixed use overlay zoning district that allows for a vertical mix of higher density residential, office, and commercial uses, that promotes compact, interconnected development, and that continues traditional “Main Street” development patterns</i>		✓				City	Variable	Staff Time
<i>DP Strategy 4.1.1: Coordinate transportation planning with the Bulloch County Greenways System Master Plan and Bulloch County Transit Development Plan</i>	↻	↻	↻	↻	↻	City, County	N/A	N/A
<i>DP Strategy 4.1.2: Adopt the Bulloch County Comprehensive Transportation Plan</i>		✓				City	Variable	N/A
<i>DP Strategy 4.2.1: Implement Bulloch County Greenway Master Plan</i>	↻	↻	↻	↻	↻	City, County	N/A	N/A
<i>DP Strategy 4.2.2: Strengthen street design requirements in the County subdivision regulations and development regulations for each city pertaining to street continuation between existing and new developments</i>			✓			City	Variable	Staff Time
<i>DP Strategy 4.2.3: Require sidewalks in all new development</i>	↻	↻	↻	↻	↻	City	N/A	N/A
<i>DP Strategy 4.2.4: Prepare an existing conditions analysis of the sidewalks to identify substandard facilities and prioritize repair/replacement projects</i>	✓					City	Variable	General Fund
<i>DP Strategy 5.1.1: Coordinate utilities infrastructure improvements with infill redevelopment and new development efforts to minimize energy use and maximize investment in existing infrastructure</i>	↻	↻	↻	↻	↻	City	N/A	N/A
<i>DP Strategy 5.2.1: Limit water/sewer expansion into rural areas</i>	↻	↻	↻	↻	↻	City	N/A	N/A
<i>DP Strategy 5.2.2: Ensure capital improvements needed to accommodate future development are provided concurrent with new development</i>	↻	↻	↻	↻	↻	City	N/A	N/A
<i>DP Strategy 5.2.3: Create a development review process that coordinates development approval with existing school capacity and planned facilities</i>	↻	↻	↻	↻	↻	City	N/A	Staff Time
<i>DP Strategy 6.1.1: Implement Bulloch County Recreation Master Plan</i>	↻	↻	↻	↻	↻	City, County	N/A	Staff Time
<i>DP Strategy 6.2.1: Create incentives to encourage developers to create neighborhood parks as part of their development projects</i>		✓				City	Variable	Staff Time
Resource Conservation								
<i>RC Strategy 2.2.1: Discourage development in environmentally sensitive areas, as delineated in the Natural development category (see Future Development Guide and Map)</i>	↻	↻	↻	↻	↻	City	N/A	N/A
<i>RC Strategy 2.4.1: Continue to enforce the River Corridor Protection Ordinance with appropriate vegetation buffers and other pollution mitigation requirements</i>	↻	↻	↻	↻	↻	City	N/A	N/A
<i>RC Strategy 2.4.2: Continue to enforce sediment and erosion control requirements to mitigate negative impacts of construction site runoff on Bulloch County’s waterways</i>	↻	↻	↻	↻	↻	City	N/A	N/A
<i>RC Strategy 2.4.3: Continue to enforce Groundwater Recharge Area Protection Ordinance to protect groundwater</i>	↻	↻	↻	↻	↻	City	N/A	N/A
Social and Economic Development								
<i>SED Strategy 1.2.4: Permit development of accessory dwelling units or elderly cottage housing (i.e. granny flats) by-right in all residential areas</i>		✓				City	Variable	Staff Time

Action/Implementation Strategy	2014	2015	2016	2017	2018	Responsible Party	Cost Estimate	Funding Source
SED Strategy 1.3.1: Develop financing tools for landowners that facilitate investment in struggling neighborhoods. Tax rebates, small low interest loan programs, or federal Community Development Block Grant (CDBG) funds for interior and exterior renovations or home energy improvements can improve the visual character and quality of life of neighborhoods.		✓				City	Variable	Staff Time
SED Strategy 1.3.2: Increase code enforcement efforts to address dilapidated housing or poorly maintained vacant lots in order to stabilize the surrounding area	↻	↻	↻	↻	↻	City	N/A	Staff Time
SED Strategy 3.1.1: Continue to coordinate adult education opportunities that enhance the job skills of Bulloch County's workforce and that meet the needs of existing or desired businesses	↻	↻	↻	↻	↻	City, County	N/A	N/A
SED Strategy 3.2.1: Promote mixed-use development that creates opportunities to live in close proximity to job opportunities	↻	↻	↻	↻	↻	City	N/A	N/A
SED Strategy 4.1.1: Coordinate working relationships with planning staff, educational institutions, the Statesboro-Bulloch County Chamber of Commerce, and local businesses to ensure new and existing business developments are in line with the principles of the Future Development Guide	↻	↻	↻	↻	↻	City, County	N/A	N/A
SED Strategy 4.1.3: Continue to promote commercial services that meet the regional needs of Bulloch County and its surrounding counties	↻	↻	↻	↻	↻	City	N/A	Staff Time
SED Strategy 5.1.1: Develop capital improvements plan that encourages investment in existing services and facilities. Emphasize infrastructure expansion only to areas identified to accommodate growth and that enhances the quality of life in already developed areas	↻	↻	↻	↻	↻	City	N/A	Staff Time
Government Relations								
GR Strategy 1.1.1: Refine communication and coordination efforts regarding development activity to ensure orderly and efficient development patterns	↻	↻	↻	↻	↻	City,	N/A	N/A
GR Strategy 1.1.2: Coordinate school site selection between the school board and planning officials	↻	↻	↻	↻	↻	City, County	N/A	N/A
GR Strategy 2.1.1: Continue to work with the Coastal Regional Commission to coordinate planning and development efforts in the region	↻	↻	↻	↻	↻	City, County, Regional Agencies	N/A	N/A
GR Strategy 2.2.1: Continue to work with surrounding counties to coordinate planning and development efforts at the borders of Bulloch County	↻	↻	↻	↻	↻	City, County	N/A	N/A
GR Strategy 3.1.1: Continue to work with state agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection	↻	↻	↻	↻	↻	City, County, Regional Agencies, State Agencies	N/A	N/A
GR Strategy 3.2.1: Continue to work with federal agencies to identify funding sources related to transportation, utilities, community facilities and services, housing, economic development, and environmental and historic resource protection	↻	↻	↻	↻	↻	City, County, Regional Agencies, State Agencies, Federal Agencies	N/A	N/A
Character Areas								
N-OS Strategy 1. Pursue government purchase of environmentally sensitive lands for the creation of wildlife areas, nature preserves, and public parks	↻	↻	↻	↻	↻	City	N/A	Staff Time
N-OS Strategy 2. Develop a land conservation program with Georgia Conservancy to create conservation easements or other similar conservation tools that preserve important natural areas.		✓				City	Variable	Staff Time
N-OS Strategy 3. Review Floodplain Protection Ordinance to ensure compliance with state and federal regulations		✓				City	Variable	Staff Time
N-OS Strategy 4. Review development regulations to ensure stormwater and erosion controls mitigate construction and development impacts on natural areas		✓				City	Variable	Staff Time
N-OS Strategy 5. Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)			✓			City	Variable	Staff Time
N-OS Strategy 6. Adopt specific cross sections for roads that cross NOS character area			✓			City	Variable	Staff Time
N-OS Strategy 7. Develop a Countywide Greenways Master Plan that outlines a countywide system of interconnected greenway/trail corridors, addresses greenway trail crossings of all roads, and defines specific priorities for property acquisition to develop the system			✓			City, County	Variable	Staff Time
N-OS Strategy 8. Follow BMPs for erosion and sedimentation control, as defined in the Georgia Erosion and Sedimentation Act	↻	↻	↻	↻	↻	City	N/A	N/A
N-OS Strategy 9. Promote the use of conservation easements and conservation tax credits by landowners	↻	↻	↻	↻	↻	City	N/A	Staff Time
U-N Strategy 1. Prepare and adopt a Traditional Neighborhood Development (TND) ordinance to create walkable, compact residential development	✓					City	Variable	Staff Time
U-N Strategy 2. Prepare and adopt PUD zoning category to encourage innovative site design and development		✓				City	Variable	Staff Time

Action/Implementation Strategy	2014	2015	2016	2017	2018	Responsible Party	Cost Estimate	Funding Source
U-N Strategy 3. Reduce minimum lot dimensions to encourage compact, walkable development patterns		✓				City	Variable	Staff Time
U-N Strategy 4. Prepare an existing conditions analysis of the City's sidewalks to identify substandard facilities and prioritize repair/replacement projects	✓					City	Variable	General Fund
U-N Strategy 5. Amend the zoning ordinance to support appropriate infill standards, including flexible setback provisions that ensure new construction is compatible with existing development patterns		✓				City	Variable	Staff Time
U-N Strategy 6. Develop a City-wide vacant site inventory and identify those that are suitable for infill development	✓					City	Variable	General Fund
U-N Strategy 7. Create a City-wide inventory of buildings suitable for redevelopment	✓					City	Variable	General Fund
U-CTR Strategy 1. Prepare and adopt an Urban-Center Overlay District to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the character area		✓				City	Variable	Staff Time
U-CTR Strategy 2. Prepare and adopt Corridor/Streetscape Master Plans to guide enhancements			✓			City	Variable	Staff Time
U-COR Strategy 1. Prepare and adopt an Urban-Corridor Overlay District to regulate building placement, design and size; sign placement; size and materials; landscaping; access management; interparcel access and other elements that contribute to the look and function of the corridor		✓				City	Variable	Staff Time
U-COR Strategy 2. Prepare and adopt Corridor/Streetscape Master Plans for Commercial Corridor character areas to guide enhancements			✓			City	Variable	Staff Time
U-COR Strategy 3. Prepare and adopt necessary regulatory amendments to require interparcel access, limit curb cuts, and require sidewalks with new commercial and mixed use development		✓				City	Variable	Staff Time



4. Capital Improvement Element

Not updated



5. Economic Development Element

County will use Coastal Regional Commission of Georgia Economic Development District – Comprehensive Economic Development Strategy (CEDDS). See Appendix A.



6. Land Use Element

Due to minimal development since adoption of the Comprehensive Plan (2009-2029), the current Land Use Element (Future Development Guide) has been reviewed and continues to be relevant. See Attachment B.



7. Transportation Element

In August 2009, Bulloch County, City of Statesboro, and the Towns of Brooklet, Portal and Register adopted the “Bulloch County / City of Statesboro 2035 Long Range Transportation Plan” The plan continues to be used for transportation planning purposes.



8. Housing Element

Not updated



Attachment A

**Coastal Regional Commission of Georgia
Economic Development District**

**Comprehensive Economic Development Strategy
(CEDS)**

Prepared for: U.S. Department of Commerce
Economic Development Administration

Prepared By: CEDS Strategy Committee
Coastal Regional Commission of Georgia



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Acknowledgements

A document of this nature is not created without the contributions of many individuals. This Comprehensive Economic Development Strategy is based on the thoughtful assistance and insights of many people. The Steering Committee has been a valuable asset in the development of this document. Many others have provided help to assure the completion of this strategy.

Thank you one, and all, for your help in drafting this critically important document.

Executive Summary

This Comprehensive Economic Development Strategy (CEDS) brings together the public and private sectors to create an economic roadmap to strengthen the coastal Georgia regional economy. This CEDS analyzes the coastal Georgia regional economy and serves as a guide for:

- Establishing regional goals and objectives;
- Developing and implementing a regional plan of action; and
- Identifying investment priorities and funding sources.

Additionally, the aim of the CEDS is to serve as a tool to integrate coastal Georgia's human and physical capital with economic development planning and goals. Integrated economic development planning provides flexibility to adapt to global economic conditions and fully utilize coastal Georgia's unique advantages to maximize economic opportunity.

Section 1, *Background—Coastal Georgia Regional Economy*, presents a factual and inclusive picture of the current economic development conditions in the region with a discussion of the economy; population; geography; workforce development; transportation access; resources; environment; and other pertinent information. The analysis also contains strategic findings that identify problems, issues, and opportunities posed by external and internal forces affecting coastal Georgia's regional economy. The analysis considers and identifies past, present, and projected future economic development investments in the region.

The Coastal Regional Commission (CRC) conducted a survey and interviews with economic development professionals, the CEDS Economic Development Committee, and elected officials to gain a broad cross section of perspectives from the coastal Georgia region. Surveys were provided online as well as sent to public and private economic development professionals.

Section 2, *Analysis of Economic Development Problems, Issues, and Opportunities*, looks to identify challenges and opportunities present in the coastal Georgia region. The rate of growth, both present and anticipated, presents important challenges to the region. One of these challenges is the growing service sector that is providing a number of lower wage jobs. Also, there are a number of important opportunities including the vibrant ports and associated logistics, distribution, and warehousing industries.

Workforce investment strategies are a critical aspect of preparing the coastal region for present and future employment opportunities. Employment in some areas of the coast is limited by the number of available skilled workers. The local workforce investment board, Coastal Workforce Services, has an updated strategic plan. Excerpts of the recommendations from this strategic plan are included in this section.

This section also identifies and analyzes the economic clusters within the coastal Georgia region.

Section 3, *Goals and Objectives—Defining Regional Expectations*, sets forth goals and objectives to address the economic problems of the region. All strategic projects, programs,

and activities identified in the CEDS Plan of Action (Section 6) work to fulfill the goals and objectives identified in this section. The goals represent broad, primary regional expectations.

One key goal of the CEDS is to provide guidance to the coastal Georgia region to attain sustainable, quality growth and create a diverse economic region. A second key goal is to support the guiding principles from the Regional Plan of Coastal Georgia that are to guide the 10 coastal counties to share in jobs and investment that are created through the integrated balance of sustainable economic development initiatives. This plan contains an Economic Development element and was created through significant public and private input. Information from this plan is included in this document.

Section 4, Community and Private Sector Participation, discusses community and private sector participation in the development and implementation of the activities and projects identified in the CEDS. This section details existing partnerships that support economic development in the region.

Section 5, Strategic Projects, Programs, and Activities, identifies regional projects, programs, and activities designed to implement the Goals and Objectives of the CEDS. This section includes projects that were disclosed to the CRC. Due to the nature of economic development projects, public disclosure is not always in the best interest of the community and the project. This section contains two separate lists. The first list is called the Suggested Projects List (SPL). The SPL contains suggested projects, programs, and activities. Each project within the SPL is also assigned a lead organization that is responsible for execution of the project.

The second list is called the Vital Projects List (VPL). The VPL contains a prioritization of vital projects, programs, and activities that addresses the region's greatest needs. A project contained in the VPL could also be identified to enhance the competitiveness of the region.

Section 6, Plan of Action, discusses a series of actions that may be undertaken to implement the goals and objectives of the CEDS. These strategies will promote economic development and opportunity; foster effective transportation services; encourage entrepreneurship and business incubation; enhance and protect the environment; maximize effective development of the workforce consistent with State and local workforce investment strategies; promote the use of technology in economic development; balance resources through sound management of physical development; and obtain access to funds through mechanisms such as EB-5 Regional Centers and CDFIs.

This Plan of Action also contains a section that discusses the methodology for integrating the CEDS with the State of Georgia's economic priorities.

Section 7, Performance Measures, describes a list of performance measures that may be used in evaluation by the CRC to gauge successful implementation of the CEDS. Some of these key performance measures track the number of jobs created, the number and types of investments that will be undertaken in the region, the number of jobs retained in the region, the amount of private sector investment in the region, the changes in the economic environment of the region, cluster development, and the diversification of the economy. Two additional measures that provide a strong assessment of the direction of an economy are per capita income and bank deposits.

The performance measures noted in Section 7 may be tracked by the Regional Commission and are potential measures for tracking economic growth and diversity.

Introduction

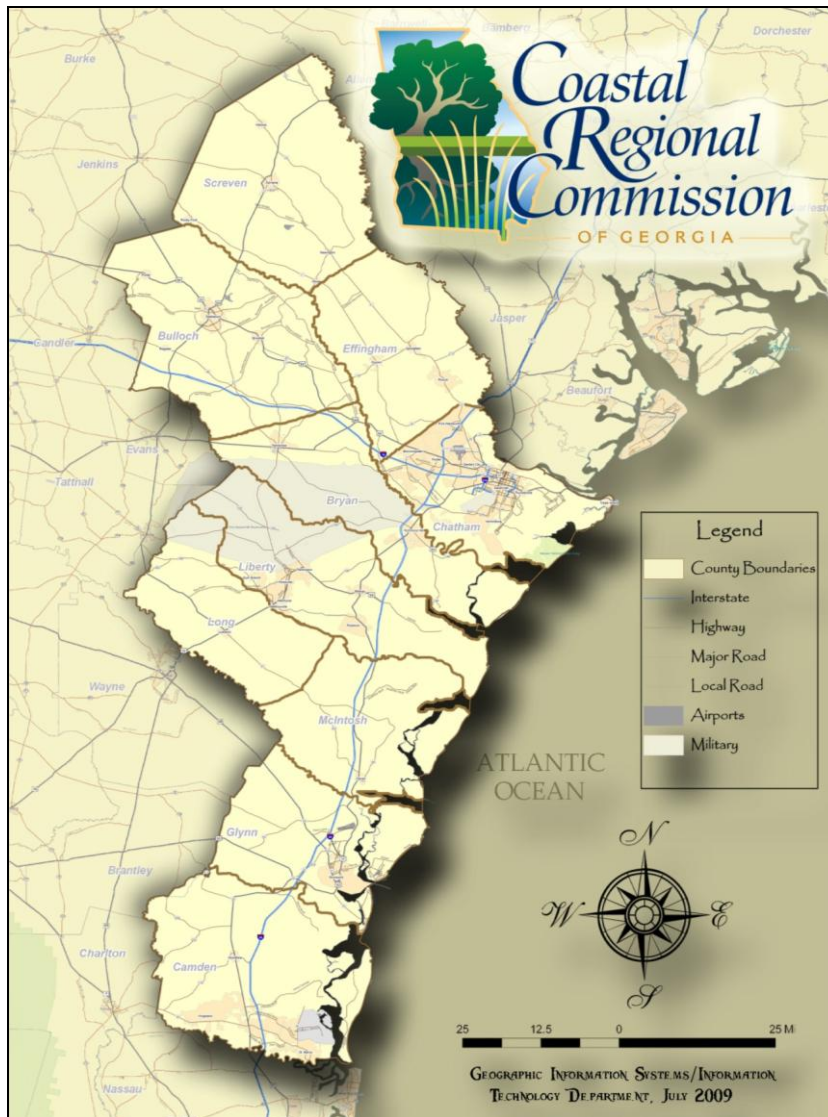
The Coastal Georgia Comprehensive Economic Development Strategy (CEDS) is designed to bring together the public and private sectors in the creation of an economic roadmap to diversity and strengthen the regional economy. By implementing this strategy, the region is eligible for economic development assistance investment from the U.S. Department of Commerce, Economic Development Administration (EDA). The region served by the Coastal Regional Commission (CRC) is also an Economic Development District (EDD) designated by EDA. Economic development assistance investments from EDA can help fund local infrastructure projects, technology-led economic development projects, and strategies to respond to sudden and severe economic dislocations (e.g., major lay-offs, plant closures, BRAC).

The Coastal Georgia CEDS is a regional plan and is not intended as a replacement for local plans, but rather as a consolidating document suggesting ways in which localities can accomplish more by working together. Some goals are easier to reach and have greater impact when planned and implemented on a regional basis.

The Coastal Georgia CEDS is strategic, not comprehensive, in nature. Limitations in time and resources create a focus on a few strategic issues rather than create a comprehensive plan addressing all aspects of the region. The CEDS process results in a strategy that has the capacity to respond to conditions and is adaptable to needs.

The Coastal Georgia CEDS will analyze the regional economy and serve as a guide to establishing regional goals and objectives, a regional plan of action, and the investment priorities and funding sources. The CEDS also identifies the lead organizations assigned responsibilities for its execution. As a performance-based strategic plan, this CEDS will serve a critical role in the region's efforts to grow our economic base in the face of accelerated growth, economic dislocations, competition, and other events challenging regional economic vibrancy. This CEDS is the result of a continuing economic development planning process, developed with broad-based and diverse public and private sector participation.

The organization responsible for the development of this CEDS is the Coastal Regional Commission (CRC). As a recipient of Planning Investment funds from EDA, the CRC serves as the planning organization for the Coastal Georgia Economic Development District (EDD), which is comprised of the member governments of the CRC region (ten counties and 35 cities) in Map 1:

Map 1 Coastal Regional Commission EDD

CEDS Strategy Committee

The CEDS Strategy Committee is responsible for developing, implementing, and revising the Comprehensive Economic Development Strategy with the assistance of CRC staff. The Strategy Committee is also responsible for outlining the methodology for cooperating and integrating the CEDS with the State of Georgia's economic priorities, incorporating relevant material from other government sponsored plans, and ensuring consistency with applicable State and local workforce investment strategies.

The CRC CEDS Strategy Committee represents the main economic interests of the region, and includes private sector representatives as a majority of its membership. The 2012 Coastal Georgia CEDS Strategy Committee has been appointed by the Council of the Coastal Regional Commission and is comprised of representatives from each county, including

representation from minority, higher education, workforce development, public and private sectors as required by EDA regulations.

Table 1: CEDS Economic Development Committee

Member	County	Representation
Linda Barker	Bryan County	Private Sector
Chap Bennett	Effingham County	Private Sector
Chris Blaine	Chatham County	Private Sector
David Boland	Glynn County	Private Sector
Allen Brown	Liberty County	Private Sector/Chamber and Development Authority
Jason Coley	McIntosh County	Private Sector/Chamber and Development Authority
Dan Coty	Glynn County	Private Sector
Walter Gibson	Bulloch County	Public Official
Dorothy Glisson	Screven County	Private Sector- Individual
Russell Keen	Bulloch County	Private Sector/Higher Education
Clarence Knight	Camden County	Minority/Community Leader
William Miller	Long County	Minority/Private Sector/ Workforce Development
Tom Ratcliffe	Liberty County	Private Sector
Sean Register	Bryan County	Private Sector/Development Authority
Craig Root	Camden County	Private Sector

1 Background—Coastal Georgia Regional Economy

Challenges to the economic prosperity of coastal Georgia are increasing in number. The recovery from the current recession has been slow, and the region has experienced a lack of access to capital to fully implement the planning and economic development needs of a region with a high growth rate and critical workforce issues. Planning investments, such as those offered by EDA, are essential for providing the tools needed to assist the Coastal Georgia EDD in realizing its potential. The EDA's investment in economic and infrastructure development activities has been beneficial to both local and State units of government. It has also been important to special purpose units of government (e.g. local development authorities, Georgia Ports Authority) within the Coastal Georgia EDD. Some of these jurisdictions have experienced substantial success in terms of economic growth, capacity to provide services for future growth, expansion opportunities, increased productivity, and operations efficiency. Coastal Georgia must find ways to ensure that the past positive trends in economic development are continued into the future in light of the deepening of the Savannah Port.

One challenge facing the region is that the cost of living is increasing in the area without a corresponding increase in wages. This has led to a lack of affordable housing in the major employment areas in the region, and has contributed to changes in the commuting patterns of much of the regional workforce. Accessibility to the region's abundant natural resources is becoming more and more difficult as the population increases and land use patterns change to accommodate this growth.

In general, the economic conditions of the region include:

- a growing service industry that usually contributes lower paying jobs;
- a high dependency on the tourism industry;
- an economy impacted by national trends;
- a proliferation of logistics, warehousing and distribution industries near ports and interstate highways;
- a workforce that is not meeting growth needs due to retirement and the lack of availability of skilled personnel;
- a transition in the traditional manufacturing industry to utilization of new technologies and practices;
- a rapidly increasing cost of living for the region; and
- a lack of affordable housing in employment centers.

1.1 Economy

The economy of a region is impacted by a number of important issues, including employment opportunities, income, workforce, and demographic characteristics. The Coastal Georgia region has a very bright future due to the appeal of the coastal region for employers, retirees, families, and individuals of all ages. Underlying patterns in the economy are changing rapidly. These issues are discussed in greater detail in the following pages.

1.1.1 Commuting Patterns

The most recent data available for commuting patterns is derived from the U.S. Census Bureau's 2006-2010 5-year American Community Survey (ACS) estimates¹. Based on the ACS data, 91.6 percent of the region's workers aged 16 years or older travels to work in a car, truck, or van. This percentage has not declined since the 2000 decennial Census, when 91.7 percent of the region's workers commuted in an automobile. The majority of these individuals travel alone. Less than 4 percent of the region's workers commute by walking, bicycling or utilizing public transportation.

The average time the region's workers spend traveling to employment according to the most recent ACS estimates is 22.1 minutes. 11 percent of the region's workers travel more than 45 minutes to work. Anecdotal evidence today suggests individual commuters experience travel times greater than this data suggests.

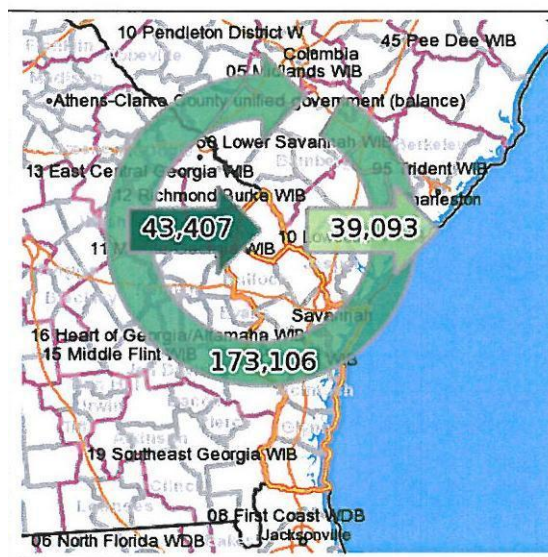


Figure 1: 2009 Inflow/Outflow Job Counts²

Figure 1 shows that in 2009, almost as many residents of the region commuted to jobs outside the area (39,093) as employees commuted to jobs within coastal Georgia from other counties and states (43,407). 20% of the primary jobs within the region were held by outside commuters, and 18.4% of employed coastal Georgia residents left the region for employment. 80% of the region's workers are able to maintain employment within the region, which is a relatively high percentage compared to workforce investment areas around the state.

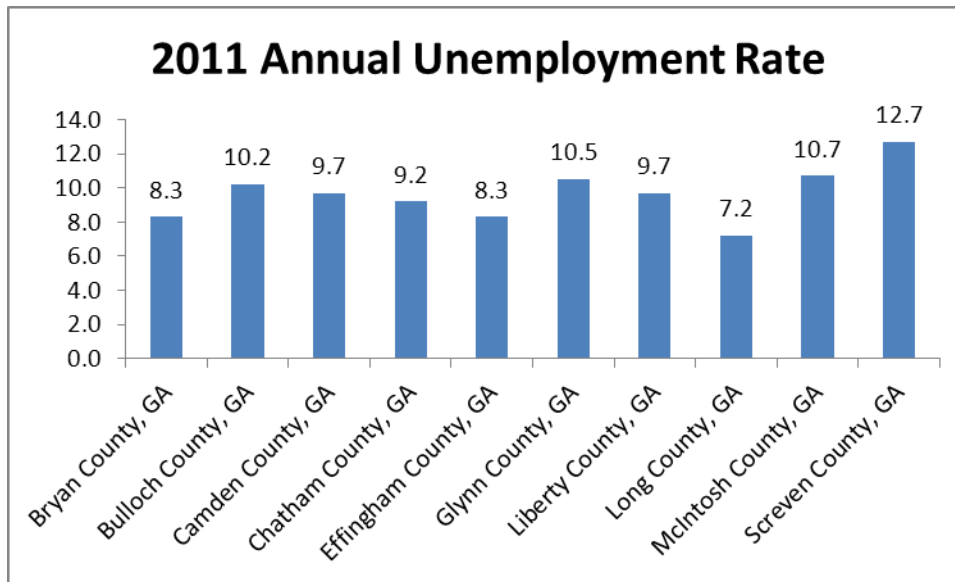
¹ U.S. Census Bureau <http://factfinder2.census.gov>

² U.S. Census Bureau <http://onthemap.ces.census.gov/>

1.1.2 Unemployment

According to the Georgia Department of Labor's 2012 Area Labor Profile³, the region's 2011 labor force was 310,820, with total employment of 281,372, leaving total unemployment at 29,448, or at a rate of 9.5%. This is significantly higher than the employment figures at the time the 2007 CEDS was initially drafted.

Chart 1 2011 Unemployment Rate by County⁴



1.1.3 Income and Wages

The 2010 regional per capita personal income (PCPI⁵) was \$30,129 which is approximately 87% of Georgia's 2010 PCPI of \$34,747 and 75% of the U.S. PCPI of \$39,937. The local PCPI in 2010 ranged from a high in Bryan County at \$39,394 to a low in Long County of \$21,497.

For all industries in the ten-county coastal region the 2011 average weekly wage was \$729. This is 84% of the average weekly wage for all industries for the state (\$867⁶). Table 2 shows the average weekly wages for each county in the region. The highest wages are found in the more urbanized counties.

³ Georgia Department of Labor *Area Labor Profile*

<http://explorer.dol.state.ga.us/mis/Profiles/rc/12%20-%20Coastal%20Georgia%20RC.pdf>

⁴ Georgia Department of Labor *Labor Market Explorer* <http://explorer.dol.state.ga.us>

⁵ U.S. Bureau of Economic Analysis <http://www.bea.gov/>

⁶ Georgia Department of Labor *Georgia Employment and Wages 2011* <http://explorer.dol.state.ga.us/mis/Current/ewcurrent.pdf>

Table 2: Average Weekly Wage, 2011⁷

County	Bryan	Bulloch	Camden	Chatham	Effingham	Glynn	Liberty	Long	McIntosh	Screven
Average Weekly Wage	\$585	\$587	\$709	\$760	\$669	\$697	\$697	\$498	\$538	\$562

1.1.4 Employment by Occupation

Table 3 shows the change in employment from 2000-2010 in each of the 11 major economic sectors as identified by the Georgia Statistics System's Employment Analysis⁸. The most important industries in terms of the absolute number of jobs created as well as the growth rate of employment were Education and Health Services, which grew by 45.4% over the decade, and Public Administration, which grew by 20.5%. The sectors to suffer the greatest job losses were Manufacturing and Construction.

⁷ Georgia Department of Labor *Georgia Employment and Wages 2011*
<http://explorer.dol.state.ga.us/mis/Current/ewcurrent.pdf>

⁸ Georgia Statistics System <http://www.georgiastats.uga.edu/ssharega.html>

Table 3: Employment Changes 2000-2010

Sector	Employment 2000	Employment 2010	Employment Change	Percent Growth 2000-2010
Trade, Transportation, and Utilities	48,256	50,020	1,764	3.7
Education and Health Services	33,877	49,243	15,366	45.4
Leisure and Hospitality	29,749	33,907	4,158	14.0
Manufacturing	26,862	20,681	(-6,181)	(-23.0)
Professional and Business Services	21,894	23,307	1,413	6.5
Public Administration	15,062	18,148	3,086	20.5
Construction	12,659	9,781	(-2,878)	(-22.7)
Financial Activities	8,202	9,115	913	11.1
Other Services	7,784	7,031	(-753)	(-9.7)
Information	3,572	2,381	(-1,191)	(-33.3)
Natural Resources and Mining	976	856	(-120)	(-12.3)
TOTAL	208,893	224,470	15,577	7.5

1.2 Population

1.2.1 Total Population

The total population of the region recorded in the 2010 Census was 654,810, a 17.3% increase over the 2000 Census population count of 558,350. The Georgia Governor's Office of Planning and Budget projects that the regional population will increase to 878,998 by the year 2025⁹. Leaders in the coastal region suggest that the total population may have been

⁹ Georgia Department of Labor *Area Labor Profile*

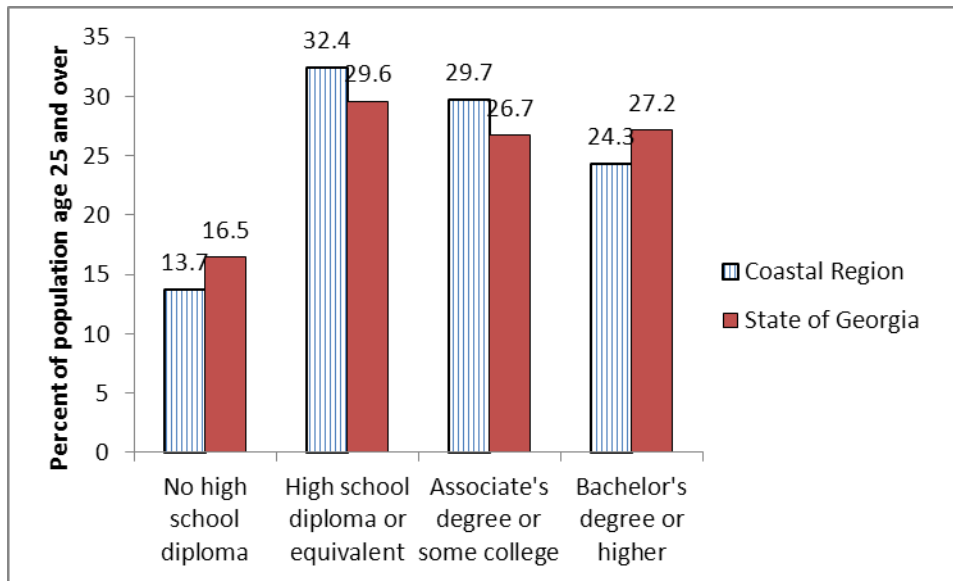
<http://explorer.dol.state.ga.us/mis/Profiles/rc/12%20-%20Coastal%20Georgia%20RC.pdf>

significantly undercounted. This may be further exacerbated by the Census Bureau's inability to count some military personnel and undocumented immigrants. Also, seasonal residents play a role in total population because the total population of the vacation areas on the coast fluctuates throughout the year.

1.2.2 Educational Attainment

See Chart 1 for comparison of educational attainment between the coastal region and the State of Georgia:

Chart 2: Educational Attainment¹⁰



1.3 Geography

The geological history of the region has created the string of ocean islands (barrier islands) and marsh islands (hammocks) through a series of fluctuations in sea level. The higher ridges along the mainland were formed as primordial sand dunes when the higher sea level made the shoreline many miles further inland than where it is today. The region is very flat, with minor exceptions, having the typical topography of the coastal plain found throughout the southeastern U. S. Elevations gradually increase as one moves inland, and the only natural contours are the remnants of prehistoric sea levels and associated movement of materials. Due to the low contour of the region, rivers meander, having many miles of bending, winding channels creating ox-bow lakes, broad floodplains, and the most extensive marsh wetlands on the east coast.

Marshlands and lagoons that were located behind these primordial barrier islands trapped a range of sediments brought by a combination of ocean tides and discharge from major rivers having upland drainage basins many thousands of square miles in area. These sediments,

¹⁰ 2006-2010 ACS Estimates <http://factfinder2.census.gov>

including various types of sand, clay, and loam, vary from a few inches to many feet in thickness. The earlier deposits served as the natural base for vegetation, which in turn led to the formation of organic-rich topsoil as the debris of thousands of generations of plant and animal life were deposited.

1.4 Workforce Development

The Coastal Workforce Services (CWS) region includes Bryan, Bulloch, Camden, Chatham, Effingham, Glynn, Liberty, Long, and McIntosh Counties. The Coastal Workforce Services region does not include Screven County while the CRC does include Screven County. In 2005, Market Street, Inc. presented the Coastal Workforce Services Strategic Plan, which was subsequently updated in 2008, 2009, 2010 and 2011¹¹. The priority workforce development issues in the Coastal Workforce Services region as purported in the strategic plan remain relatively unchanged throughout the subsequent updates. However, to address some of these key issues the WIB has placed a greater emphasis on collaboration with other stakeholders to include economic development organizations and, secondly, to focus delivery programs on the critical needs of the region's clusters.

Sections 1.4.1 through 1.4.4 are key conclusions reported in the Strategic Plan and most recent update.

1.4.1 Review of Trend Data

The priority workforce development issues in the Coastal Workforce Services region and its component communities include:

- A high level of poverty threatens the quality of the region's labor pool, and presents obstacles to the effective educating and training of the nine counties' existing and future workforce;
- Low rates of educational attainment, inferior skill levels for high-wage, New Economy industries, and a poor work ethic and level of occupational "soft skills" further threaten quality economic development in the region. These factors risk disinvestment and expansion outside the region by existing companies, and pose a difficulty in recruiting new firms to the area;
- There is a "disconnect" between educational and workforce providers, regional businesses and the available and potential workforce, thereby threatening the effective, sustainable economic growth that would raise average incomes and improve quality of life;
- The lack of affordable housing, combined with strong growth in low-paying service and tourism sector employment, is creating obstacles to the co-location of jobs and workers in their areas of residence; and
- Integration of workforce strategies with economic development strategies is essential to make the region's workforce and economy more competitive and sustainable.

¹¹ Coastal Workforce Services *2011 Comprehensive Local WIA Plan Update*
<http://www.coastalworkforceservices.org/storage/py11Update.pdf>

1.4.2 Supply Analysis

Based on the analyses in the Strategic Plan, the following key points describe the coastal region's labor force:

- Because the coastal Georgia region is so large and diverse, its component communities often experience very different patterns of growth, infrastructure needs, workforce issues, etc.;
- The population and labor force have effectively sustained strong growth, but this trend may weaken as the population ages with the retirement of the Baby Boom generation. The resulting contracted workforce, lower birth rates, and larger fixed-income retired population could strain regional resources in the short and long term;
- High poverty rates, low labor force participation rates, and low per capita income levels suggest that the existing population is in great need of more economic opportunities to develop and sustain an acceptable standard of living;
- The coastal region's public school systems, based on the number of failing schools, high drop-out rates, and other indicators, are falling behind the standard necessary to effectively educate the region's youth and decrease the percentage of the population without a high school diploma. In the 21st century, a high school diploma and, increasingly, a two- or four-year degree, are critical to obtaining and maintaining a viable career path; and
- Counties with a large number of low-income families and "at-risk" youth also had differing needs for certain workforce development programs. These communities often experience high dropout rates, and have more critical needs for programs that target youth early in their school years to make them aware of potential careers and post-educational options.

1.4.3 Demand Analysis

The following are the key points of the detailed analysis of the demand-side of coastal Georgia's economy, determined by analyzing indicators of establishments, employment, wages and earnings, key sectors, and small business resources.

- Coastal Georgia has strength in several sectors expected to continue to be strong at both the national and local level: Transportation and Warehousing, Tourism, Aerospace, Wood Products, and Health Care, and certain growing sub-sectors of Manufacturing (Transportation Equipment and Nonmetallic Mineral Products);
- The tourism employment opportunities upon which portions of the region are reliant do not offer wages that will help raise the low per capita income and average earnings of the region's workforce;
- Coastal Georgia has many economic strengths in a diversity of fields (Manufacturing, Transportation and Warehousing, Tourism, Health Care, and Military-related activities) that it could effectively leverage if the proper, strategic steps are taken;
- Employment opportunities are limited for the region's "hidden" workforce – the long-term unemployed, military spouses, persons with disabilities, workers displaced from

- low-skill occupations who have not obtained additional skills or education, high school dropouts, etc.; and
- Long-range industry projections indicate industries projected to have the most growth in our area through 2016 include food services, health care, social assistance, recreation, manufacturing, and warehousing and storage. With the growing emphasis on “green” jobs and technologies, the region is also well-suited to take advantage of emerging industries that may provide jobs involving protecting ecosystems, reducing waste and pollution, reducing energy usage, or lowering carbon emissions.

1.5 Transportation Access

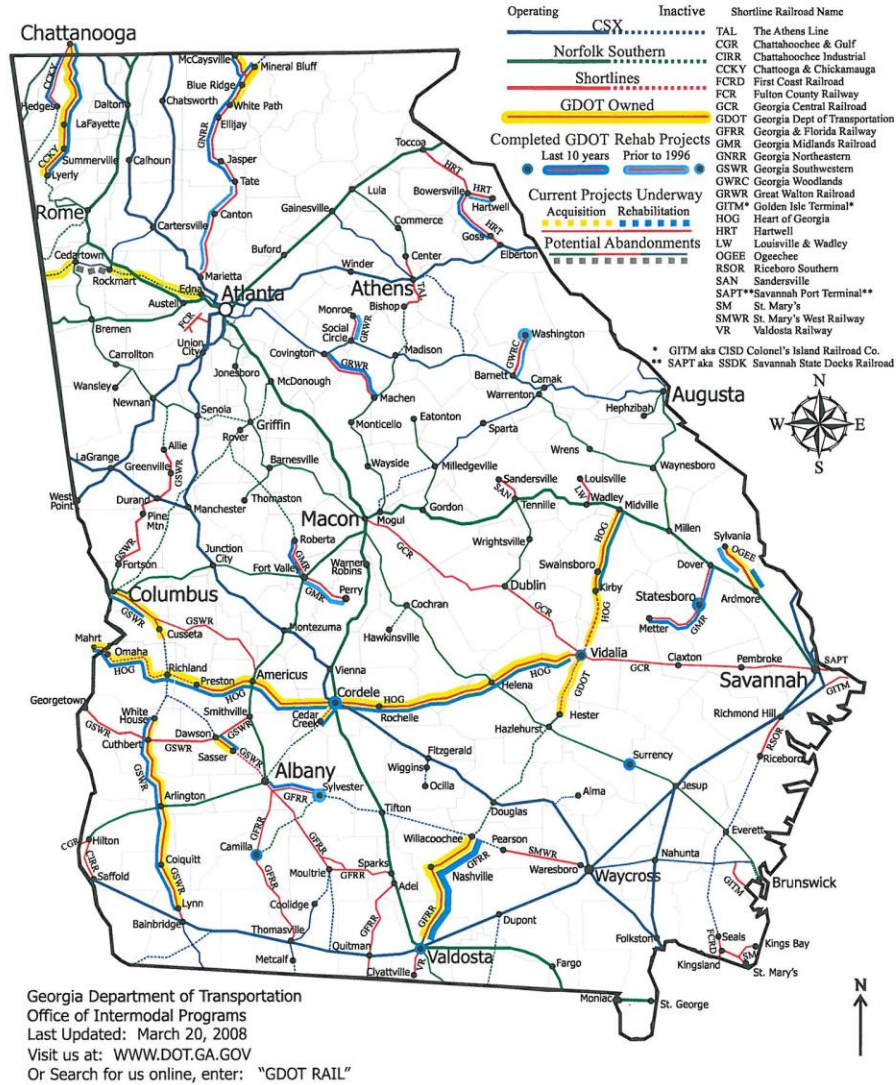
Interstate 95 bisects the region from the South Carolina border in the north to the Florida border in the south. This interstate is the primary north/south corridor between New York City, New York and Miami, Florida. Interstate 16 is the primary east/west connector for central Georgia, connecting Savannah in the east with Macon and access to Interstate 75 (access to Atlanta) in the west, and crosses Interstate 95 near Savannah. The interstate access as well as air and rail facilities make the region a prime location for industrial development dependent upon access to multi-modal transportation and infrastructure.

The Savannah/Hilton Head International Airport provides the region with access to international passenger and cargo air service. The airport is located strategically near the junction of Interstates 95 and 16 and the Savannah Ports, while being only minutes from the historic downtown Savannah tourism destinations. The region is also home to another commercial passenger airport, the Brunswick Golden Isles Airport, which is similarly located with convenient access to the Port of Brunswick, Interstate 95 and tourist attractions in the southern portion of the region.

The region is served by two Class I railroads (CSX and Norfolk Southern) and various short line operators, with access in every county except for McIntosh¹²:

¹² Georgia Department of Transportation
http://www.dot.state.ga.us/maps/Documents/railroad/Georgia_Rail_Map_plain.pdf

Georgia Rail System



Map 2 Rail System

1.6 Resources and Environment

The coastal region contains a number of vital resources to support its economic activity, such as timber, fishing, and boating access. The diversity of the coastal region's resources provides its inhabitants and visitors with a wealth of ecological, economic, and recreational advantages. This brief overview hints at the importance of all the coastal Georgia resources. Additional information is available in the Regional Plan of Coastal Georgia¹³ and the Regional Important Resources Plan¹⁴.

1.6.1 Georgia Ports Authority

Georgia's accessible ports are a major advantage for the manufacturing and distribution companies located throughout the region. Savannah's Mason Intermodal Container Transfer Facility enables a seamless transfer of shipping containers onto trains and shortens the ship-to-market transit time to its delivery area. Facilitating global trade through strategic U.S. East Coast gateways, the Georgia Ports Authority is a leader in the operation of modern terminals and in meeting the demands of international business. Georgia's ports combine industry innovations with proven flexibility to create new opportunities along the entire global logistics pipeline, delivering what the market demands.

The top port activity in the state is the Savannah Harbor Expansion Project (SHEP). The Georgia Ports Authority impacts all 159 counties and accounts for 8.37% of Georgia's total employment by supporting 352,146 full-time jobs. Within the CEDS update several projects are included that will position the region to accommodate the anticipated growth associated with the deepening of the harbor.

Port of Savannah

The Port of Savannah specializes in the handling of container, reefer, breakbulk, and roll-on, roll-off (RoRo) cargoes.

The port includes:

- The Garden City Terminal is Savannah's ultra-modern, dedicated container terminal. At 1,200 acres, it is North America's largest single-terminal container facility.
- The 208-acre Ocean Terminal is a combination breakbulk and RoRo facility handling forest and solid wood products, steel, automotive and heavy equipment, project shipments and heavy-lift cargoes.

Port of Brunswick

The Port of Brunswick specializes in the handling of breakbulk, agri-bulk, and RoRo cargoes. Three facilities comprise the Port of Brunswick:

¹³ Coastal Regional Commission *Regional Plan of Coastal Georgia*
http://www.crc.ga.gov/docs/2011_Regional_Agenda_Update_KS_122711.pdf

¹⁴ Coastal Regional Commission *Regional Important Resources Plan*
http://www.crc.ga.gov/docs/RIR_CRC%20Resource%20Plan_NewACUB_1_2012.pdf

- At 1,700 acres, Colonel's Island Terminal moves both RoRo and agri-bulk commodities. Its autoport facility handles more than 12 major manufacturers.
- Mayor's Point Terminal is a 22-acre dedicated breakbulk facility with 11 acres of open space, a 30-ton gantry crane and is serviced by CSX and Norfolk Southern rail systems. Mayor's Point Terminal is a 22-acre facility specializing in forest products and general cargo.
- The Marine Port Terminal's 172-acre facility handles a diverse mix of breakbulk and bulk commodities.

Ports and Channel Maintenance

Shipping channels and harbors serving the world-class ports in Savannah and Brunswick require extensive dredging in order to maintain the depths required to accommodate ocean-going vessels. The millions of cubic yards of material removed in these operations are placed in "spoil areas" approved by the U.S. Army Corps of Engineers. Conditions for carrying out dredge operations and for disposing of dredge material are permitted and monitored by the regulatory branch of the Corps. Dredging for harbor and channel maintenance is essential to ensuring the economic benefits of coastal ports. The deepening of the Savannah Harbor is one of the highest priority economic development projects in the State of Georgia.

1.6.2 Military Bases

Military facilities are critical to Georgia, which is one of the largest recipients of federal defense spending. The Coastal region is home to Fort Stewart, Hunter Army Airfield, the Federal Law Enforcement Training Center, the Townsend Bombing Range, and Kings Bay Naval Submarine Base. Two installations in particular provide the backbone of coastal Georgia's defense-related employment:

- Fort Stewart and Hunter Army Airfield combine to form the largest armor training base east of the Mississippi, covering 280,000 acres including parts of Liberty, Long, Tattnall, Evans, Bryan, and Chatham counties in Southeast Georgia. Hunter Army Airfield is home to the Army's longest runway on the east coast (11,375 feet) and the Truscott Air Deployment Terminal. Together these assets are capable of deploying units such as the heavy armored forces of the 3rd Infantry Division or the elite light fighters of the 1st Battalion, 75th Ranger Regiment. Fort Stewart and Hunter Army Airfield are the home of the 3rd Infantry Division, and support over 22,000 active duty personnel and 35,000 of their family members. The installations employ over 1,000 civilian workers. The estimated economic impact of the base on southeast Georgia is \$7.13 billion in 2011¹⁵.
- Kings Bay Naval Submarine Base in Camden County houses several U.S. Navy Trident nuclear submarines on the 16,000-acre installation. The Navy employs approximately 9,000 workers (military, civilian, and contractors) at the base. The economic impact of

¹⁵ Coastal Regional Commission *Economic Impact Statement*
http://www.crc.ga.gov/planning/jlus/ECI_Trifold_May2011.pdf

Kings Bay payroll in 2009 was estimated to be \$600 million, with additional economic benefits imparted through goods and services and retirees¹⁶.

1.6.3 Prime Agricultural Land

Prime agricultural land has always been a scarce commodity in the coastal region. Agriculture is not economically profitable in most of the coastal counties, with the exception of Bulloch, Screven, Long, and portions of northwestern Effingham counties. The lack of farming in the region is not caused by a recent decrease in prime farmland. The tidal and non-tidal marshes and wetlands that comprise nearly 50% of the land area in the region are not conducive to farming.

1.6.4 Forest Lands

Coastal Georgia has an enormous area of land used for commercial forests. Of the region's total land area, about 3,300 square miles, is forested¹⁷. In addition to this commercial forest, another 17% of the land area in the region is held by local, state, or federal government entities, and much of this land is also forested. Although forestry itself is a relatively small employer in the region, manufacture of paper and other forestry products is a major enterprise, employing workers in plants scattered throughout the region.

Forestry as an economic enterprise is also important because timber companies own much of the land on the fringes of developed areas, including lands that are periodically marketed for residential and commercial uses. Due to the sheer size of these tracts and their proximity to developing areas, projects proposed on former timberland are often among the largest, in terms of both gross acreage and volume of construction. In some cases, forestry companies have their own development subsidiaries, while others may simply sell the land to independent developers.

1.6.5 Climate

The coastal region is classified as subtropical, with both latitude and proximity to the Atlantic Ocean resulting in moderate temperatures. Average winter temperature is about 45 degrees and the average summer temperature is near 80 degrees. Temperature exceeds 90 degrees from 75 days (coastal) to 80 days (inland) a year. Freezing temperatures in winter are infrequent (averaging 12 days a year on the coast, 25 days a year inland) and seldom last longer than half a day at a time. Humidity is high, averaging between 60 percent and 75 percent.

Annual rainfall ranges between 49 and 54 inches, with slightly higher levels just inland from the coast. Snow is rare and short-lived, although in winter hail and freezing rain are not uncommon. Seasonally, rainfall is greatest between June and September, when over one-half of the annual rainfall occurs in one-third of the year. Because of this pattern, there is a seasonally high water table (superficial aquifer) in October. November is the driest month,

¹⁶ Camden Partnership *Economic Impact Statement*

<http://www.thecamdenpartnership.org/economic-impact?layout=blog>

¹⁷ The University of Georgia Cooperative Extension *Georgia County Guide 2007*

with an average of about two inches of rain. Year round, there are between 75 and 80 days when more than one-tenth of one inch of rain falls.

Like any coastal area along the Atlantic seaboard, coastal Georgia is subject to hurricanes and severe tropical storms. Due to the contour of the eastern shoreline of the Southeast, Georgia is more protected from the open ocean and therefore somewhat less prone to hurricane risk than many other coastal areas. Historically, storms of hurricane intensity occur less than once in 10 years and very few of these have produced severe damage.

1.6.6 Wetlands

With about half of the region's land area equally divided between tidal and freshwater wetlands, public programs regulating their use are of obvious concern to coastal Georgia.

The Section 404 program under the Clean Water Act does not prohibit development activities within jurisdictional wetlands. However, due to the extensive requirements for identifying potential impacts, seeking alternative sites and devising methods of controlling impacts, the development of such areas is severely restricted. Banks, developers and others involved in land development are justifiably apprehensive of projects in areas that could be construed as jurisdictional wetlands. On the other hand, there are many exemptions from the federal law, including agriculture (for existing acreage in farmland), silviculture (forestry), and isolated (non-contiguous) wetlands.

1.6.7 River Basins and Floodplain

There are five river basins in the coastal region: The Savannah, the Ogeechee, the Altamaha, the Satilla, and the St. Marys. Most of the coastal land area is within the 100-year floodplain, as determined by the Federal Emergency Management Agency (FEMA) and depicted on the federal flood insurance maps.

1.6.8 Barrier Islands

All 100 miles of Georgia's ocean beaches are on the seaward faces of barrier islands. In spite of their obvious attraction for commercial and residential use, ten of the 18 major barrier islands along Georgia's coast are in public ownership. Except for Jekyll Island in Glynn County, none of these publicly owned islands are accessible by car from the mainland. The rest are designated for wildlife management, environmental research, and/or undeveloped recreational uses. Of the total land area of the 15 largest barrier islands, about 65 percent is in public ownership (36 percent state and 29 percent federal). The Georgia barrier islands are unparalleled in the continental United States as undisturbed islands in their natural state. Because of their uniqueness, importance to environmental research and habitat for numerous species, and particularly because of their ownership, it is unlikely that development will occur on any of the undeveloped islands in the foreseeable future. Due to the focused concentration of development potential on only three of the ten largest barrier islands in Georgia, those with this potential are confronting considerable growth pressure.

2 Analysis of Economic Development Problems and Opportunities

The Regional Plan of Coastal Georgia (2010) was the result of a comprehensive planning process that included participation from local cities and counties, involvement of stakeholders, support from partners and collaboration with other regional leaders. The list in Table 4 is a compilation of many of the issues and opportunities that were identified during planning processes. This list was refined through stakeholder input, and the strategies in the Regional Work Program correspond to these issues and opportunities.

Table 4: Regional Plan of Coastal Georgia Issues and Opportunities

Economic Development: Issues
Shift from higher paying manufacturing jobs to lower paying service jobs.
Lack of sufficient jobs or economic opportunities for rural residents.
Few jobs for skilled laborers.
Need for more employment diversity – too much reliance on a few large industries.
Lack of labor skills to support a diverse group of industries.
Perception of low educational attainment for local residents in Coastal Georgia.
Only a minor portion of local economies are small and minority businesses.
Lack of communication between governments, authorities, businesses and citizens in planning and implementing economic development plans.
Viability of many downtowns is diminished by a shift from locally owned retail stores to regional shopping centers.
Some developers perceive Coastal Georgia as a tough place to do business.
Lack of support programs for entrepreneurs.
Competition from South Carolina and Florida to attract desired businesses.
Need more local services and retail so residents can meet their consumer needs in their community.
Need to promote expansion of existing businesses and new industry.
New development is favored over existing redevelopment opportunities.
Decline in coastal commercial fisheries industry.

Global economic factors and anti-forestry attitudes threaten the traditional silviculture industry in Coastal Georgia.
Jobs lost due to competition with lower labor costs, lower taxes, and relaxed environmental regulations available in foreign countries.
Water consumption limits on industry, commercial, forestry, pose constraints for growth and development.
Economic growth and development may be constrained by limits on processing wastewater.
Need to coordinate the location of available housing with major employment centers.
High number of brownfield sites in the region.
Corridor management on I-95 and I-16 and the interchange gateways is needed to ensure orderly and attractive development.
Lack of funding for attractive landscaping and litter management programs necessary to maintain the scenic quality of corridors.
Coordinated informational and directional signage along entrance corridors to direct tourists.
Need for scenic routes as alternatives to the Interstates.
Balancing the need for billboards and signs with character and aesthetics of the region.
Important natural, cultural and historic sites and structures are undeveloped and/or underutilized.
Lack of access to undeveloped barrier islands constrains tourism potential.
Lack of regional tourism marketing collaboration.
Lack of regional tourist attraction information resource.
Economic Development: Opportunities
Make the most of tax collections and funding for tourism in lieu of new state and local tax increases.
Focus limited financial resources toward infrastructure improvements such as sidewalks, lighting, and crosswalks along critical gateway intersections and corridors.
Draft a regional way-finding master plan.
Promote coordination of marketing for festivals and events related to the important natural, historic, and cultural resources of the coast.
Seek funding and support for implementation of the Coastal Georgia Greenway, Georgia Coastal Rail Trail and Southern Passages development plans.
Establish regional water taxis along the coast to barrier islands and the Savannah River.

Capture a greater share of regional tourism dollars.
Promote and support agri-tourism and associated programs.
Highlight pristine nature of barrier islands in tourism materials.
Focus efforts to share cost where appropriate across the region to promote tourism.
Market regional labor force, especially for industries requiring large numbers of highly trained employees.
Market existing industrial parks with the infrastructure in place.
Promote proximity to the ports and regional transportation.
Capture skills and knowledge of retirees relocating to the region.
Enhance catastrophic incident preparedness by working with the All Hazards Council in preparation of a Regional Catastrophic Preparedness Plan and Business Continuity Strategy.
Protect agricultural uses to retain vital farmland and support local business by providing agriculture services and materials.
Encourage participation in existing regional leadership programs.
Reduce public costs (and taxes), share revenues, protect environmentally sensitive areas, manage economic opportunities, and maintain local control of growth and development by fostering cooperation between jurisdictions.
Support the quality K-12 educational systems already in place.
Take advantage of the numerous options for advanced education and workforce development.
Promote the strong healthcare and engineering educational opportunities in the region.
Tap into the supply of professionals, technical information, and expertise available in the region via SCORE, SBDC, BBRED/GSU, UGA and Georgia Tech
Market competitive tax and utility rates.
Support existing local chambers of commerce and development authorities in their promotion the area's towns, counties, and local businesses.
Incorporate regional transportation initiatives into company expansion and attraction efforts.
Promote available commercial property and infill properties in the already-populated areas of the region.
Encourage private and public partnerships to redevelop neglected areas under Georgia's Urban Redevelopment Act.
Support the viable coastal fisheries industry through state and local programs.

Maintain undeveloped land in the region that is best suited for forestry purposes.
Recruit growth industries that can use the skills of workers in declining industries.
Promote development and utilization of alternative fuels.
Develop or enhance collaboration between local economic development agencies and community based organizations.
Begin international collaboration with the Georgia Department of Economic Development overseas offices.

2.1 Local Workforce Investment Strategies

The following Strategy Overview was developed through a strategy planning process engaged by Coastal Workforce Services (CWS) and reported in the Strategic Plan. This section provides a broad overview of the basic goals and objectives that comprise the strategy as pursued by CWS. The goals and objectives were derived from the key findings of four deliverables of the strategy development process – Review of Trend Data (analysis of existing studies), Supply Analysis (analysis of the workforce), Demand Analysis (analysis of the employers), and Summary of Public Input (garnered via focus groups and an online survey).

The full description of the goals and objectives can be found in the Strategic Plan document. The Workforce Board will monitor progress and continue to set policy for the program.

The following are the goals and objectives of Coastal Workforce Services (CWS)¹⁸:

Goal 1: Enhance program coordination and service delivery of Coastal Workforce Services operations.

Objective 1: Address the perception that Coastal Workforce Services is not meeting the needs of all constituencies in the nine counties [*Screven County is not a part of the CWS region*].

Objective 2: Enhance regional coordination through the efforts of the Workforce Investment Board and the Executive Director.

Objective 3: Leverage available funding by creatively utilizing federal Workforce Investment Act funding and other potential resources.

Goal 2: Raise awareness among all regional workers and employers about Coastal Workforce Services programs and other area workforce development resources.

Objective 1: Create and implement a multi-faceted marketing plan for the work of Coastal Workforce Services and the Region's workforce development system.

¹⁸ Market Street Inc. *Coastal Workforce Services Strategic Plan*

Objective 2: Ensure that all constituencies throughout coastal Georgia are served with timely and accurate information.

Goal 3: Renew partnerships with regional private sector, education, training and community development partners to maximize breadth, integration and impact of Coastal Workforce Services programs; and to eliminate gaps and redundancies in regional workforce development efforts.

Objective 1: Institutionalize and strengthen the ties between all constituencies in the Region: Coastal Workforce Services, the private sector, educational resources, training programs, and community development organizations.

Goal 4: Address the primary issues facing the workforce, and respond to staffing needs of employers in the region.

Objective 1: Enhance accessibility to employment, education, and workforce development resources.

Objective 2: Raise job and career awareness among the youth of coastal Georgia.

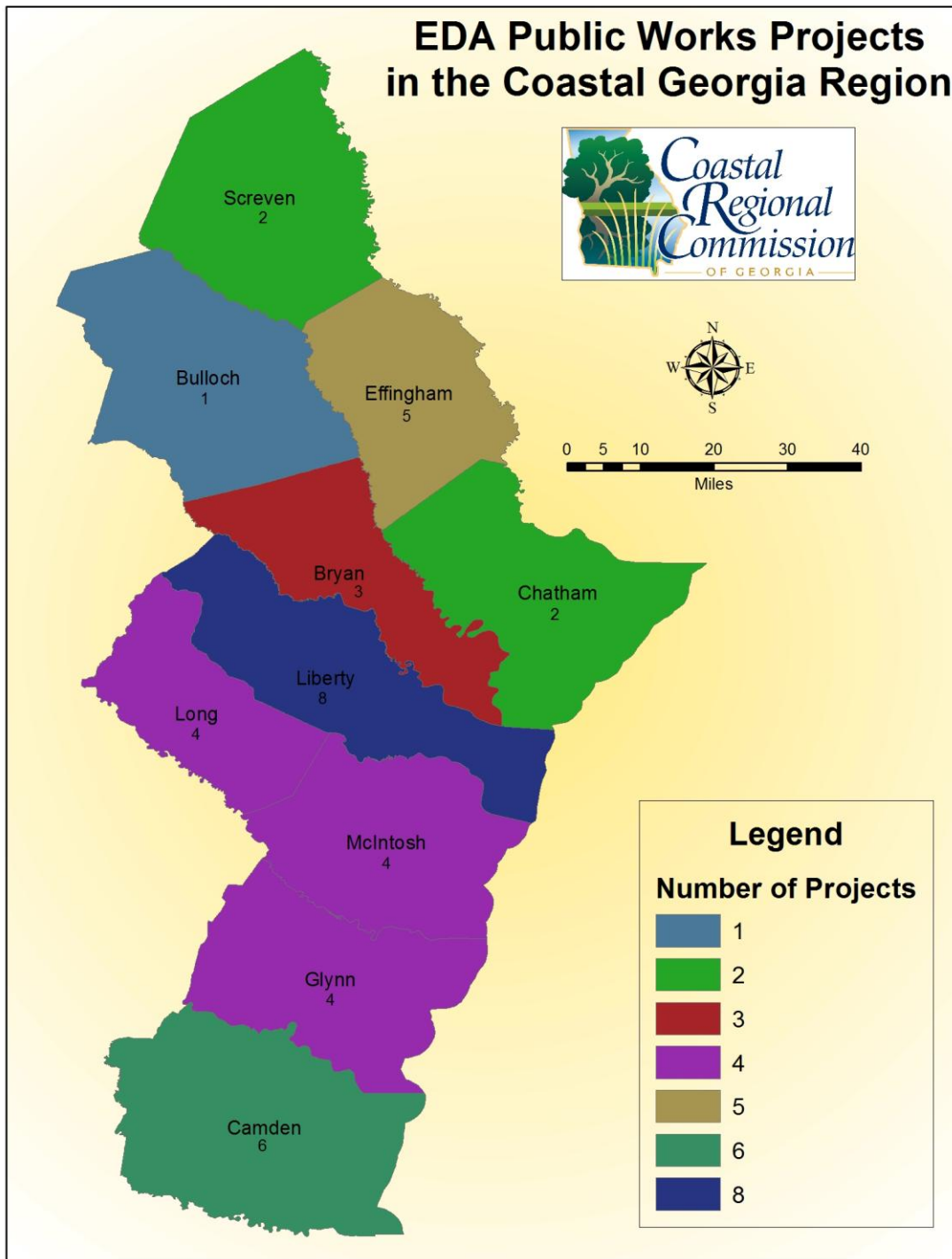
Objective 3: Address the needs of the “hidden” workforce.

The action steps that are described in detail in the Strategic Plan will allow Coastal Workforce Services to begin the process of enhancing its operations and the workforce development system of coastal Georgia. The Strategic Plan is a working document which is revised as significant changes occur and new needs arise in the region.

2.2 Development Investments

Economic Development Administration (EDA) has supported a number of projects in the Coastal Georgia region over the years. Map 3 presents a summary of Public Works projects from 1975 to 2011. The CRC is continually working with member jurisdictions to develop projects suitable for EDA funding.

Map 3: EDA Public Works Projects Map



2.3 Economic Clusters

This CEDS document has various components that reflect the importance of clusters in a regional economy. This is evident in the “Plan of Action” and the “Past Development Investments” components of the report which highlight the past and new investments that directly support these clusters. The Coastal Region is home to over 150 registered foreign-owned companies, and over 90 of these companies directly relate to the clusters of the region with the most dominant influence being related to the Port of Savannah and the Logistics/Transportation cluster. With the deepening of the port and the anticipated increase in trade, the port as well as the ancillary industries associated with the cluster will be in a growth mode for the next decade and many of these projects are included in the “Plan of Action” section.

EDA has made significant investments in the Coastal Region related to the Port and the infrastructure needs of the foreign-owned companies operating within any one of the coastal counties with the most recent investment to benefit Liberty County and the Firth-Rixson facility and Chatham County with the Mitsubishi facility at the Port.

The Logistic/Transportation cluster is also an economic priority with the State of Georgia, which developed an economic growth strategy creating “Centers of Innovation” to target resources to the state’s dominant clusters. The Center of Innovation for Logistics and Transportation is located in the region in Savannah. In fact in 2011 Michael E. Porter conducted a cluster performance /competitiveness study for the State of Georgia and based on number of total employees, three of the top ten clusters for Georgia are located in the Coastal Region. As the economic clusters emerged in the coastal region it was basically a horizontal impact, but the growth of each cluster is now beginning to create vertically influenced clusters which have a greater and more sustainable impact.

The primary clusters of the Coastal Region can be identified as the following:

(1) Logistics/Transportation

- Marine transportation
- Transportation arrangements
- Warehousing
- Terminals
- Air transportation
- Trucking rail transportation

(2) Aerospace Vehicles and Defense

- Aircraft
- Defense equipment
- Missile and space vehicles
- Aircraft maintenance/ancillary

(3) Forest Products

- Paper/paper products
- Prefabricated materials
- Pellets/biomass
- Lumber

(4) Hospitality/ Tourism

- Attractions
- Accommodations
- Services

(5) Military

- Defense systems
- Civilian support
- Services

Current activities and proposed projects in the region that relate to economic clusters and add value to the economic base include energy, agribusiness, movie studios and advanced manufacturing. The CEDS document contains various anticipated projects that will encourage the growth of the clusters and correspondingly provide opportunities to place into motion a regional economic development strategy that will create family-sustaining jobs, leverage investments and maintain the region's global competitiveness.

3 Goals and Objectives—Defining Regional Expectations

The essence of a Comprehensive Economic Development Strategy is to establish a document that will identify, define and establish a direction for economic growth for a specific geography. This document will serve as a guide to present goals, objectives and strategies that will facilitate actions to encourage economic growth, diversify an economy, create family-sustaining jobs, leverage private investments and stimulate a process for regional collaboration.

The framework from which the CEDS document can be effective must be inclusive of the economic development decision makers' identified needs that are incorporated into a set of goals and objectives that are real, attainable and measureable. The Coastal Regional Commission, through a process of surveys, questionnaires, meetings and briefings, offer the following goals and objectives as the course of proposed activities that will ultimately improve the economic vitality of the ten-county region.

Goal 1: Advocate and promote the deepening of the Savannah Port as the key economic development project for the Coastal Region; facilitate opportunities to encourage growth at the ports in Savannah and Brunswick and the redevelopment of a port in Camden County.

Objective 1: Identify and develop projects that will benefit from the deepening of the Port in Savannah.

Objective 2: Establish interaction with Port Authority members to develop needed infrastructure at the Savannah and Brunswick ports.

Objective 3: Support and collaborate with county economic development organizations to develop inland ports, intermodal infrastructure and/or new ports.

Objective 4: Promote and increase development activities with the logistics cluster in the region.

Goal 2: Identify and develop long-term plans to encourage growth and adequate infrastructure to ensure industries' ability to expand or locate in the Coastal Region.

Objective 1: Support and assist counties, economic development organizations, cities and the private sector in securing funds for the development of needed infrastructure to include sewer and water, transportation, fiber, energy and smart design.

Objective 2: Coordinate related infrastructure programs with state and federal programs to match and/or leverage local needs.

Objective 3: Initiate planning process for the establishment of an energy corridor and identify appropriate project opportunities.

Objective 4: Prioritize infrastructure projects that impact industries related to regional clusters and establish long-term and short-term timetables for each.

Goal 3: Stimulate economic growth with the development of incubators throughout the Coastal Region that will advance entrepreneurship and provide space for start-up manufacturing

Objective 1: Assist county economic development organizations with incubators/speculative buildings as a means to attract growth.

Objective 2: Support and assist Georgia Southern University in the development of incubator space and/or fabrication lab near the campus.

Objective 3: Identify opportunities to utilize and develop brownfield sites as potential sites for manufacturing incubators.

Objective 4: Collaborate with universities, SBDC, military bases and WIB to encourage entrepreneur programs that could populate the incubators and form a regional incubator coalition to aid and support one another.

Goal 4: Support and assist regional economic development entities to market the Coastal Region on a national and global basis.

Objective 1: Collaborate with county economic development authorities to establish industrial marketing efforts of the region.

Objective 2: Identify and promote acceptable training programs to assist tourism bureaus, chambers, downtown development authorities and economic development organizations on how to effectively market online.

Objective 3: Assist and encourage the regional development authorities to establish marketing techniques and to attend national and international trade shows to promote attributes of region.

Objective 4: Coordinate the county development efforts, the industry clusters and the location incentives to overseas markets and investors via the DECD foreign offices.

Goal 5: Identify and develop opportunities that will provide access to capital to facilitate and expedite economic growth in the Coastal Region.

Objective 1: Identify opportunities to increase the access to capital for expansion investment and the leverage of private sector investments.

Objective 2: Continue to pursue the designation of an EB-5 Regional Center to attract foreign investments.

Objective 3: Support and promote financing programs available via CADDA, county RLFs, regional CDFIs as well as appropriate state and federal programs.

Objective 4: Encourage greater participation in economic development with the region's banks.

Goal 6: Collaborate and develop, where necessary, opportunities to provide workforce training programs to sustain a globally competitive workforce with current and appropriate skill sets.

Objective 1: Participate and support the expansion and/or location of technical schools in the coastal region.

Objective 2: Collaborate with the Workforce Investment Board to initiate training programs related to skills sets of the coastal region's industry clusters.

Objective 3: Encourage the support of the WIB and technical schools to assist in the development of training for the promotion of post-disaster business continuity strategic plans.

Objective 4: Encourage and support local county economic development organizations, state departments and educational institutions to establish a regional business calling program to identify specific training needs.

Goal 7: Encourage intergovernmental cooperation between the local/county governments, economic development organizations, downtown development authorities, tourism agencies, chambers of commerce and the universities operating in the Coastal Region.

Objective 1: Continue to facilitate and foster an economic developers alliance with the county economic development professionals, the Governor's Economic Development Board members residing in region and State regional representatives.

Objective 2: Encourage the implementation of projects within the Regional Plan of Coastal Georgia that advocate collaboration.

Objective 3: Continue to provide technical assistance to the small cities and community-based organizations in the establishment of development /redevelopment strategic plans.

Objective 4: Advance and promote the resources of the Coastal Regional Commission via newsletters, public presentations, web-site updates that will illustrate collaborative success stories.

4 Community and Private Sector Participation

The Coastal Regional Commission encourages opportunities to partner with the Region's local governments, community-based organizations and the private sector that will collectively facilitate growth in the ten county region. These partners include but are not limited to the following:

- County and City Governments
- County Economic Development Organizations
- City Economic Development Partners
- Downtown Development Authorities
- Chambers of Commerce
- University Centers
- Military Bases
- Workforce Investment Board
- Utilities
- Convention and Visitors Bureaus
- Private Developers, Realtors and Banks

Some of the specific organizations included in this collaborative partnership of the Coastal Region and also contributing towards the update of the CEDS document include the following:

- Development Authority of Bryan County
- Development Authority of Bulloch County
- Camden County Joint Development Authority
- Savannah Economic Development Authority
- Effingham County Industrial Development Authority
- Brunswick and Glynn County Development Authority
- Liberty County Development Authority
- Long County Development Authority
- McIntosh County Industrial Development Authority
- Screven County Development Authority
- Camden Partnership
- Kingsland Development Authority
- St. Marys Development Authority
- Middle Coastal Unified Development Authority
- Southeast Georgia Joint Development Authority
- Georgia Ports Authority
- Georgia Center of Innovation for Logistics
- Georgia Power
- Georgia Southern University

- Savannah Technical College
- Savannah College of Art and Design
- College of Coastal Georgia
- Georgia Small Business Development Centers
- Georgia Department of Economic Development
- Georgia Department of Community Affairs
- Fort Stewart/Hunter Army Air Force Base/ Kings Bay Naval Submarine Base

5 Strategic Projects, Program, and Activities

This CEDS attempts to identify regional projects, programs, and activities designed to implement the goals and objectives stated above. Again, this is not a comprehensive or exhaustive list. The ongoing activities of economic development professionals and organizations will continue to define and expand this list.

5.1 Suggested/Proposed Projects

This section contains a partial listing of suggested and proposed projects reported by the region's 10 counties and 35 cities. The following is a synopsis of information on potential projects provided by the survey respondents:

Potential Projects:

Regional Projects

- Continuation of a Coastal Georgia Economic Development forum to identify and engage in projects of regional collaboration and to serve as a liaison to State legislators in Atlanta
- Advocate the development of a post-disaster business recovery planning strategy for the region in cooperation with the county emergency management personnel
- Facilitate the establishment of a business incubator strategically located in the region to best address the needs of the business community
- Initiate regional programs to assist and address employers' needs, such as fixed route transit and commuter pools, access to training and capital, and access to new markets
- Promote coordination of business retention and expansion programs for existing industries in cooperation with respective county economic development organizations and the GA Department of Economic Development
- Identify and promote the opportunities to gain access to capital that will leverage private investments and create sustained employment

Bryan County

- New interchange on I-95 and Belfast Keller Road and Belfast Commerce Centre Industrial Park
- US 17 improvements in Richmond Hill
- Phase II development of Interstate Centre industrial park
- Wastewater treatment facility construction
- Fully developed industrial parks on I-16 and I-95
- Sewer upgrades, hydrants and looped system in Richmond Hill, particularly along GA Hwy144 to serve commercial areas
- 4-laning of US 280 from I-16 to US 80
- Continued retail development of Pembroke, Richmond Hill and Black Creek Markets
- Implement recommendations from the Bryan County Economic Diversification study
- Workforce development initiatives

Bulloch County

- The Development Authority of Bulloch County owns approximately 200 acres at the Interstate 16/Highway 301 interchange, most likely to be the focus of industrial development. Bulloch County is working towards master planning of the larger interchange area. Anticipated needs for this project include infrastructure support for industry desiring to locate in the park, such as water and road
- Gateway Regional Industrial Park- Phase II of the park includes an additional 160 acres for development. Additional funding may be needed to complete water and road infrastructure, etc.

- Incubation/manufacturing lab space with Georgia Southern University. The Development Authority of Bulloch County has been in discussion with Georgia Southern University and other local partners to support the development of incubation space and/or fabrication lab space near the campus. Creation of these facilities will have a significant regional impact on manufacturing and small business recruitment and job creation
- Statesboro North Bypass; widen SR 67 from Bypass to I-16 and widen Hwy 301 north from Bypass to Sylvania in Screven County

Camden County

- Development of a countywide implementation strategy addressing specific economic development actions for each city (Woodbine, St. Marys, Kingsland)
- Development of an impact strategy and actionable steps to participate in the growth of the Jacksonville port expansion
- Acquire and develop additional industrial park lands and construct speculative building as a strategy to attract new and/or expanding industry
- Complete new full-service technical college, including site donation and infrastructure extension
- Complete Naval Submarine Base Kings Bay Joint Land Use Study
- Exit 1 modifications on I-95
- Potential new airport or seaport related project and associated industry opportunities
- Implement recommendations from the Camden County Economic Diversification study
- Streetscape project – Osborne Street, St. Marys
- Waterfront Pavilion Expansion – St. Marys

- Multi-Purpose Theater/Convention Center - St. Marys
- Water/sewer expansion to north end of County to accommodate residential growth
- Development of a strategic master plan for St. Marys
- Design and develop hotel/conference center in downtown St. Marys
- Acquisition of 100 acres of land for development of a business park and installation of infrastructure with 200,000 square foot speculative building w/ ability to expand (St. Marys)
- Water tank for Fire Flow in the area of Georgia Highway 40 and Kings Bay Road, near the Kingsland Business Park
- Infrastructure for Kingsland Commerce Park industrial site to include a water tank for fire flow
- Kingsland Bypass (Colerain Rd) Phases I and II
- Well construction on east side of Kingsland, east of I-95
- North Force Main, Kingsland
- Harriett's Bluff Road Lift Station
- Lift Station at May Creek Road
- East Force Main near Exit 3 and May Creek Road
- Harriett's Bluff Road widened to 4 lanes
- Design and construction of expanded rail access to connect Kingsland with CSX mainline north of Folkston in Charlton County
- Industrial development at former Dow site, Bayer site, and Durango Mill site

Chatham County

- I-16 ramp removal in Savannah (MLK Jr. Blvd and Montgomery St.) and I-16 widening from I-95 to I-516
- DeRenne Connector improvements
- Improvements necessary to help locate an industry on the megasite
- Identification and development of more industrial sites
- Port deepening in Savannah Harbor
- Improvements necessary to attract more aerospace and advanced manufacturing opportunities
- President Street/Islands Expressway and CSX Railroad Overpass improvements
- SR 21 grade separation at CSXT rail crossing and SR 25 grade separation at Norfolk Southern and CSXT rail crossing
- Develop the Savannah region as a center for materials research and development and build on capabilities including SCAD's industrial design program and HERTY Advanced Materials Development Center
- Invest in warehousing and distribution facilities, as well as film production and digital media industry sectors

Effingham County

- Interstate 16 Industrial Tracts: Infrastructure development (water, wastewater treatment, and road work)
- Research Forest Business Park: infrastructure including road and rail work
- 1,750 acre public/private development for logistics park
- Development of Effingham Parkway/GA Portway
- Exit 148 Interchange (Old River Road) refurbishments on Interstate 16
- Development of the I-16 Seaboard and Coastline sites

Glynn County

- Distribution park near I-95
- Construction of a regional sewer pump station and 27,000 LF of sewer force main to provide a wastewater pumping station to serve the Turtle River Global Logistics Park (estimated cost \$2,400,000)
- New terminals at Brunswick Golden Isles Airport and McKinnon Airport on St. Simons Island
- Port expansion at Colonel's Island and other continued investment in Port of Brunswick facility improvements
- Additional rail capabilities
- Existing manufacturing expansions for industries such as Georgia Pacific
- New mixed use projects e.g. Liberty Harbor
- Coastal Logistics Park at Tradewinds: phase I to include infrastructure and access road (estimated cost to EDA= \$2 million with \$16.4 million in private investment)
- Highways 99 and 341 Sterling Industrial Area; extension of water and sewer
- Tourism product development (Jekyll and St. Simons Island)
- Water and sewer infrastructure upgrades and expansion
- Pad ready industrial site improvements at Tradewinds; estimated cost of \$500,000
- Eastgate Commerce Park: sewer line extension project and lift station construction; estimated cost of \$1 million
- Brunswick McBride Industrial Park: water system upgrades; estimated cost of \$750,000

- Turtle River Global Logistics Park: on-site infrastructure and access road; estimated cost of \$2.5 million
- New parking lot/access road for aviation-related employer; estimated cost of \$1 million
- Brunswick Golden Isles Airport industrial site improvements (water/sewer line extensions), access road construction, industrial site aircraft ramp/taxiway improvements, and fire station replacement with a total estimated cost of \$4.65 million
- 100,000 SF speculative industrial building; estimated cost \$6 million

City of Brunswick (Glynn)

- Implementation of recommendations from the updated Blueprint Brunswick Master Plan study
- Newcastle Street, Norwich Street, Bay Street, Highway 17 redevelopment
- Implementation of Waterfront redevelopment and improvements to City docks
- Wi-Fi grid for the city
- Development of the Brunswick/Glynn Public Transportation initiative
- Redevelopment of brownfields and dilapidated structures
- Implementation of Altama Community Transformation plan
- Initiatives to spur entrepreneurship and business expansion, including incubator facility

Liberty County

- Tradeport West infrastructure to include provision of road, water, sewer, drainage systems and rail improvements to service Tradeport West Business Center; estimated cost of \$17 million
- Completions of MidCoast Regional Airport runway, road, water, and sewer extensions; wetland mitigations; master plan design; and hanger expansion at an estimated cost of \$10 million
- Tradeport East water reclamation facility; road, water and sewer extensions; grading improvements; and an elevated water tank at an estimated cost of \$30 million
- Hinesville Technology Park: road, water, sewer extensions, and grading improvements; estimated cost: \$3 million
- Midway Industrial Park phase 3: road, water, sewer, drainage, and grading improvements with an estimated cost of \$3 million
- Midway South: road, water, sewer, drainage, and grading improvements; estimated cost of \$2 million
- Infrastructure projects that might arise as new prospects consider our area and have requirements of which we are currently unaware
- Implement recommendations from the Liberty County Economic Diversification study

Long County

- SR 57 overpass
- Stafford Dairy Rd improvements from SR 57 to US 84
- Industrial park improvements and infrastructure

- Implement recommendations from the Long County Economic Diversification study

McIntosh County

- Continue to promote the McIntosh County industrial park and construct necessary infrastructure for industry expansion
- Airfield construction, including design and land acquisition, and associated facilities such as hangar and fuel farm development
- U.S. 17 McIntosh and Darien Corridor upgrades and access management studies
- I-95 interchange construction at King Swamp Road
- Pave King Swamp Road
- Widen GA 251 to four lanes from I-95 to King Swamp Road
- Rail line reactivation/rail bridge/spur: Tie Ports of Savannah and Brunswick by reactivating the abandoned CSX line from Richmond Hill - Riceboro - Everett

Screven County:

- Attract tenant to pad-ready site
- Complete GRAD certification for industrial park and construct infrastructure (rail, gas, etc.) that will help attract industry
- Transportation improvements such as the GA-21 bypass of Rincon and Springfield to make GA-21 65mph all the way to the Port of Savannah; 4-lane highway access to Augusta
- Upgrades to water and sewer systems
- Acquire a rail-served site and prepare it for development

- Assist existing industry with capital projects to facilitate expansion

5.2 Vital Projects

Vital projects will enhance the region's competitiveness. Potential funding sources include local governments, private investment, federal agencies such as EDA, USDA, and DOT as well as state contributions and programs including OneGeorgia EDGE and Equity as well as EIP. Vital projects include:

- Fully developed industrial parks on I-16 and I-95 (Bryan County)
- The Development Authority of Bulloch County owns approximately 200 acres at the Interstate 16/Highway 301 interchange, most likely to be the focus of industrial development. Bulloch County is working towards master planning of the larger interchange area. Anticipated needs for this project include infrastructure support for industry desiring to locate in the park, such as water and road
- Incubation/fabrication lab space with Georgia Southern University. The Development Authority of Bulloch County has been in discussion with Georgia Southern University and other local partners to support the development of incubation space and/or fabrication lab space near the campus. Creation of these facilities will have a significant regional impact on manufacturing and small business recruitment and job creation
- Complete new full-service technical college, including site donation and infrastructure extension (Camden County)
- Complete Naval Submarine Base Kings Bay Joint Land Use Study (Camden County)
- I-16 ramp removal in Savannah (MLK Jr. Blvd and Montgomery St.) and I-16 widening from I-95 to I-516 (Chatham County)
- Port deepening in Savannah Harbor (Chatham County)

- Develop the Savannah region as a center for materials research and development and build on capabilities including SCAD's industrial design program and HERTY Advanced Materials Development Center
- Invest in warehousing and distribution facilities, as well as film production and digital media industry sectors (Chatham County)
- Interstate 16 Logistics Center: Infrastructure development including water, wastewater treatment, and road work (Effingham County)
- Port expansion at Colonel's Island and other continued investment in Port of Brunswick facility improvements (Glynn County)
- Coastal Logistics Park at Tradewinds: phase I to include infrastructure and access road (estimated cost to EDA= \$2 million with \$16.4 million in private investment) (Glynn County)
- Turtle River Global Logistics Park: on-site infrastructure and access road; estimated cost of \$2.5 million (Glynn County)
- Tradeport West infrastructure to include provision of road, water, sewer, drainage systems and rail improvements to service Tradeport West Business Center; estimated cost of \$17 million (Liberty County)
- Continue to promote the McIntosh County industrial park and construct necessary infrastructure for industry expansion
- Transportation improvements such as the Hwy 301 widening north of Statesboro, the GA-21 bypass of Rincon and Springfield to make GA-21 65mph all the way to the Port of Savannah; 4-lane highway access to Augusta (Screven County)
- Assist existing industry with capital projects to facilitate expansion (Screven County)

6 Plan of Action

This section identifies key actions that are needed in the coastal area to further economic development prosperity. The goals are the result of analysis and input from the CEDS Committee and respondents to the survey.

Key Actions:

- Advocate and promote the deepening of the Savannah Port as the key economic development project for the Coastal Region; facilitate opportunities to encourage growth at the ports in Savannah and Brunswick and the redevelopment of a port in Camden County;
- Identify and develop long-term plans to encourage growth and adequate infrastructure to ensure industries' ability to expand or locate in the Coastal Region;
- Stimulate economic growth with the development of incubators throughout the Coastal Region that will advance entrepreneurship and provide space for start-up manufacturing to include FAB/LAB proposed at GSU;
- Support and assist regional economic development entities to market the Coastal Region on a national and global basis;
- Identify and develop opportunities that will provide access to capital to facilitate and expedite economic growth in the Coastal Region;
- Collaborate and develop, where necessary, opportunities to provide workforce training programs to sustain a globally competitive workforce with current and appropriate skill sets; and
- Encourage intergovernmental cooperation between the local/county governments, economic development organizations, downtown development authorities, tourism agencies, chambers of commerce and the universities operating in the Coastal Region.

Key Goals:

- To support and advance the coastal Georgia region to attain sustainable, quality growth and a diverse economic region.

- To support the guiding principles from the Regional Plan of Coastal Georgia and encourage jobs and investment that are created through the integrated balance of sustainable economic development initiatives.

Regional Activities:

- Encourage economic growth strategies and related comprehensive plans to include locational plans to identify and develop appropriate sites for manufacturing, distribution and placement of cluster-related firms;
- While recognizing the importance of the regional port infrastructure and acknowledging strengths of each, develop plans to identify locations best suited for various strategies based on the placement and development of inland ports;
- Work with local governments, Downtown Development authorities and economic development organizations to create incentives for downtown revitalization, job creation, and location of business and offices within downtown areas;
- Support economic development plans established by development authorities consistent with the regional economic development strategy;
- Assist with the location of distribution centers not identified in the regional plan;
- Plan for public infrastructure including affordable workforce housing;
- Assist in developing tourism-based activities consistent with the regional plan;
- Monitor regional tourism statistics and impacts;
- Develop long-term plans to deal with the needs of the influx of older people locating in the coastal Georgia area;
- Development and advancement of education/training opportunities for entry and incumbent workforce to ensure the region has the necessary skill set;
- Create specific plans to develop adequate infrastructure for growth;
- Conduct educational effort to lead implementation of key actions regarding workforce changes and development in response to business needs;
- Stimulate entrepreneurship and startup companies related to regional clusters and ancillary to port growth;
- Develop a transportation plan and transportation infrastructure funding (plan transportation in and out of the region, its counties, and cities); including specific plans to create adequate infrastructure for growth; transportation/corridor development, public transportation options;
- Encourage more intergovernmental cooperation between local governments and the CRC; and
- Develop a regional post-disaster business recovery/business continuity strategy plan.

6.1 Integration with the Regional Plan of Coastal Georgia

The Regional Plan of Coastal Georgia developed and defined Guiding Principles for Economic Development in the coastal region. Guiding Principles identify those overarching values which form the foundation for implementing the shared regional vision. The Regional Plan defined strategies for two categories under economic development, Business & Industry and Tourism, which are outlined in the following sections:

6.1.1 Guiding Principles: Business and Industry

The Regional Plan defines a vision to develop and facilitate the implementation of successful strategies that leverage existing regional economic engines, regional resources, state and federal government guidance and create a quality of life to attract compatible and strategic business opportunities, high wage jobs and investment to Georgia's coastal communities. Our goal is that the entire region shares in jobs and investment created through an integrated balance of sustainable economic development initiatives.

Strategies

1. Promote strategic distributions of business and industry across the region consistent with natural, cultural, historic and industrial resource strategies and encourage partnerships and collaboration between economic development agencies
2. Investigate ways to share costs and benefits across jurisdictional lines for both regional marketing and project support
3. Incorporate community plans for the strategic use of land for manufacturing, distribution, etc., while recognizing and respecting natural resources and the unique differences between communities
4. Coordinate with the Georgia Ports Authority (GPA) to identify their needs and identify mechanisms for the economic development industry to strengthen the GPA and its presence in logistics, distribution, and workforce development
5. Leverage and incorporate the region's military installations (Fort Stewart Army Base, Hunter Army Airfield and Kings Bay Naval Base) and the Federal Law Enforcement Training Center to recruit economic development projects
6. Incorporate HERTY Advanced Materials Development Center's experience and position as a development center for the commercialization of materials and create incentives to retain a portion of pilot plant opportunities as new Georgia

- industries and to assist development authorities in increasing recruitment win rates
7. Promote the historic nature, natural beauty and successful past and present performance of Coastal Georgia as a location site for film and clean high-tech industry and as a recruitment tool for opportunities
 8. Incorporate the Center of Innovation's (COI) statewide logistics plan into a regional strategy to assist in the recruitment of companies and leverage as support for industry.
 9. Coordinate federal, State and local economic development funding programs and initiatives that affect the coast
 10. Enhance workforce development by collaborating with business, industry, and planning of educational entities that provide necessary workforce skills.
 11. Increase existing industry retention and expansion rates
 12. Promote downtown revitalization efforts to enhance job creation and location of business and offices within downtown areas
 13. Incorporate current and future needs for housing, infrastructure, and natural resource protection into economic development initiatives
 14. Encourage international economic developments that support strategic industry sectors
 15. Enhance economic development and tourism opportunities by increasing cross functional communication

6.1.2 Guiding Principles: Tourism

Economic development via tourism is closely tied to our coastal resources through our coastal waterways and the natural, historic, and cultural resources which drive the industry. Our vision is that tourism will be successful through integrated land use, water resource management, transportation, and infrastructure decisions which protect and promote our coastal resources.

Strategies

1. Promote balanced, cooperative and coordinated cultural and resource-based tourism

2. Promote traditional and emerging Coastal Georgia products such as Wild Georgia Shrimp, the paper industry and wood pellet production
3. Promote regional anti-litter campaigns
4. Promote and develop incentives to enhance and grow regional cultural tourism, eco-tourism and agri-tourism
5. Promote Southern Passages (US 17) as a scenic route and encourage designation as a National Heritage Corridor
6. Promote character and aesthetics at all interstate interchanges
7. Balance recreational uses of coastal resources with appropriate protection of the environment on which our economy and quality of life depends
8. Promote heritage tourism by enhancing access to natural, historic, and cultural core areas for recreation, public education, and tourist attractions as appropriate within the protection mission
9. Encourage local governments to actively pursue elimination of junkyards and other eyesores, especially along major thoroughfares and gateways
10. Coordinate the development of the Coastal Georgia Greenway, Rail Trail and scenic byways
11. Leverage Coastal Georgia's success as a destination for tourism as a template for regional growth

6.2 Integration with Georgia's Economic Development Priorities

The Georgia Department of Economic Development (GDEcD) concurs with this document. A memorandum stating concurrence is included in Section 8, Appendix II. Coastal Georgia RC's Comprehensive Economic Development Strategy will be shared with the State of Georgia GDEcD Regional Project Manager to further collaborative efforts. The CEDS committee made every effort to cooperate and integrate this CEDS with the State of Georgia's economic priorities.

6.2.1 "Entrepreneur – Friendly" Initiative

The GDEcD's Small Business Resources Division provides a community-based program that helps create an entrepreneur environment, building entrepreneur and small business

strategy into the community's overall economic development strategies¹⁹. The GDEcD will take a community through methods designed to establish an entrepreneur support program, help them better understand their existing entrepreneur environment and develop sustainable, effective local strategies.

For communities wanting to create and sustain entrepreneurial activity locally, the Entrepreneur-Friendly Initiative helps them incorporate small businesses into their long-term development strategies. Strategic planning is facilitated to help create long-term, sustainable small business development programs, and professional development is a continuous service provided for the entrepreneur friendly communities. Currently 8 counties within the Coastal EDD are designated Entrepreneur-Friendly communities.

6.2.2 Georgia Work Ready Initiative

Georgia Work Ready²⁰ was launched in August 2006 by Georgia Governor Sonny Perdue and the Georgia Chamber of Commerce to improve the job training and marketability of Georgia's workforce and drive future economic growth for the state. It is conducted through a partnership between the state government and state chamber of commerce, ensuring that companies can more reliably match the right people with the right jobs.

This workforce training initiative assesses the skills of Georgia's workers, determines valuable job training opportunities and assures companies that the state can provide a long-term, qualified labor supply. Through a voluntary workforce assessment system called Work Ready, the program measures the "real world" skills that employers believe are critical for job success today and for mastering the innovative technologies tomorrow's jobs will require. Participating individuals then receive a Work Ready Certificate that indicates their level of work readiness based on their performance.

The Georgia Work Ready initiative includes four key elements:

- **Work Ready Certificate:** Designed for individuals, it allows workers to take a job assessment and then become eligible to receive a certificate indicating their skill and knowledge levels to potential employers. The certificate guarantees that job seekers have the portable skills – reasoning, reading and basic math – to serve as a solid foundation for more customized training. Assessments are conducted through the state's Department of Technical and Adult Education
- **Work Ready job profiling:** Designed to help Georgia employers build the right workforces for their needs, Georgia Work Ready's job profiling program allows Georgia employers to profile required job tasks and skill levels to more easily match candidates to job opportunities. By comparing job profiles with individuals' certification levels, companies can make reliable decisions about hiring, training and program development.

¹⁹ Georgia Department of Economic Development *Entrepreneur-Friendly Initiative*
<http://www.georgia.org/business-resources/small-business-resources/small-business-development/Pages/EntrepreneurFriendlyInitiative.aspx>

²⁰ Governor's Office of Workforce Development <http://workforce.georgia.gov/>

- **Certified Work Ready Community:** This voluntary initiative enables communities to demonstrate that they have the talented workforce needed to fill current and future jobs. The certification also shows a community's commitment to education and to improving high school graduation rates, important factors for driving businesses to an area.

- **Work Ready Region:** Through this program, which builds on the Certified Work Ready Community designation, multiple counties can work together to develop regional talent pools aligned to a common, existing strategic industry. Work Ready Regions must be able to demonstrate that they have met the following criteria: improved regional high school graduation rates; counties obtaining Certified Work Ready Community status; increasing the number of students in strategic industry majors in two- and four-year colleges; closing the skills and achievement gaps; successfully transitioning workers into higher skilled jobs; and training the existing workforce in high tech skills to improve productivity and competitiveness.

6.3 Tools for CEDS Implementation

Business Development Funds are various federal, state, and local financing programs which help provide business and industry with needed capital to make their projects happen. The following listing is not all inclusive but merely a listing of the most used or best known programs in the area. The Georgia Department of Community Affairs publishes an "Economic Development Financing Packet" which is an excellent inclusive listing of various financing resources²¹.

Incentives vary from local initiatives to statewide initiatives. State incentives include:

- 1) A Job Tax Credit program was designed to encourage businesses to locate and to expand in the state by providing tax credits for certain businesses that create new jobs. The state is divided into four tiers based on demographic calculation of need and the more needy counties are provided a higher tax credit.
- 2) Opportunity/Enterprise Zones: In 1997, the General Assembly enacted the Enterprise Zone Employment Act, recognizing the need for revitalization in many areas of Georgia. The State Enterprise Zone program intends to improve geographic areas within cities and counties that are suffering from disinvestment, underdevelopment, and economic decline, encouraging private businesses to reinvest and rehabilitate these places.

The Enterprise Zone area must meet at least three of the following five criteria:

- Pervasive poverty established using Census data. Each block group must have at least a 20 percent poverty level.
- Unemployment Rate (average for preceding year) at least 10 percent higher than State or significant job dislocation.

²¹ Georgia Department of Community Affairs *Economic Development Financing Packet*

<http://www.dca.state.ga.us/economic/TaxCredits/programs/downloads/EDFD.pdf>

- Underdevelopment evidenced by lack of building permits, licenses, land disturbance permits, etc. lower than development activity within the local body's jurisdiction.
- General distress and adverse conditions (population decline, health and safety issues, etc.).
- General Blight evidenced by the inclusion of any portion of the nominated area in an urban redevelopment area.

The following are incentives to any potential developer:

- Property tax exemption -- OCGA §36-88-3(1)
- Abatement or reduction in occupation taxes, regulatory fees, building inspection fees, and other fees that would otherwise be imposed on qualifying business -- OCGA §36-88-9(a)

In 2004, the General Assembly passed, and the Governor signed legislation (HB 984) to create a program within the State's Job Tax Credit Program of "Opportunity Zone" tax credits. The Opportunity Zone Tax Credit Program authorizes the Georgia Department of Community Affairs to designate as a "less developed area" an area that is contained by two or more census block groups with 15 percent or greater poverty, within an enterprise zone, and where an urban redevelopment plan exists.

Opportunity Zones are intended to encourage development and redevelopment in smaller geographic areas than are served by existing economic development programs. State resources are directed towards these "pockets of poverty" in a way that can be supplemented by federal programs that DCA administers.

Opportunity Zone Tax Credit Benefits:

- the maximum Job Tax Credit allowed under law
 - use of Job Tax Credits against 100 percent of income tax liability and withholding
 - expansion of the definition of "business enterprise" to include all businesses of any nature
- 3) Freeport Tax Exemption program allows counties/cities to offer manufacturers and distributors exemptions ranging between 20 and 100 percent on ad valorem taxes on raw material, goods in process and finished goods destined for out of state shipment. A County/City offering this tax exemption may have a competitive advantage in attracting a new business over a County that does not offer the tax incentive.

There are four primary sources of grant funds available for economic development: Georgia Department of Community Affairs, the OneGeorgia Authority, the Economic Development Administration, and the United States Department of Agriculture-Rural Development.

Employment Incentive Program (EIP) is a pool of Community Development Block Grant (CDBG) funds which have been set aside to provide the funds essential to

allow a local economic development project to go forward. Often referred to as “gap financing”, the EIP funds are used as either a grant to local governments to provide essential public infrastructure or a grant to local governments who may then loan the funds to provide essential financing to the company. In either case the funding must be essential to make the project happen and job opportunities must be created for low- and moderate-income persons. In EIP projects where the company was made a loan by the local government, the repayment of the loan, both principle and interest, may be retained by the local government as capitalization for the local revolving loan fund (RLF). The RLF may then fund future projects meeting the same criteria as the original source of funds.

OneGeorgia Equity Fund is a community and economic development tool providing financial assistance including grants and loans that promote the health, welfare, safety and economic security of the citizens of the state through the development and retention of employment opportunities and the enhancement of various infrastructures that accomplish that goal. Eligible recipients of grant and loan funds include general-purpose local governments (municipalities and counties), local government authorities and joint or multi-County development authorities in rural counties suffering from high poverty rates. Applications from Conditionally Eligible counties will be considered when proposed projects have regional impact and support. Equity funds may be used for a multitude of economic development activities provided they are designed to increase employment opportunities.

OneGeorgia EDGE Fund The Economic Development, Growth & Enterprise (EDGE) program is a specialized economic development tool that may be used to enhance Georgia’s competitiveness in attracting significant economic development projects. EDGE should not be used when other state or federal programs could be used or when local funds are sufficient to accomplish economic development goals. Due to the specialized nature of the program and the limited resources available, potential applicants are encouraged to contact the OneGeorgia Authority. Generally, EDGE funds are targeted for competitive projects in rural counties suffering from high poverty. “Competitive project” generally describes a situation in which a business is considering no less than two communities as a site for relocation or expansion where at least one community is outside Georgia and at least one, but not more than one, is in Georgia.

Economic Development Administration (EDA) provides grant funds to help build or expand public facilities essential to industrial and commercial growth such as industrial parks. Over the past forty years EDA funds have been used in almost every County in the region. EDA also provides grants to designated economic development districts for planning and economic development technical assistance.

USDA, Rural Development The financial programs support such essential public facilities and services as water and sewer systems, housing, health clinics, emergency service facilities and electric and telephone service. The program promotes economic development by supporting loans to businesses through banks and community-managed lending pools. The program offers technical assistance and information to help agricultural and other cooperatives get started and improve the effectiveness of

their member services, and the program provides technical assistance to help communities undertake community empowerment programs.

Rural Development achieves its mission by helping rural individuals, communities and businesses obtain the financial and technical assistance needed to address their diverse and unique needs. Rural Development works to make sure that rural citizens can participate fully in the global economy.

Small Business Administration (SBA) offers programs which have been used in the coastal Georgia region, including the SBA 7a and SBA 504 loan programs. The SBA 7a program is a conventional bank loan with the SBA providing a guarantee to the local financial institutions. The SBA 504 provides direct financing for 40 percent of the fixed assets needed by the new or expanding business. The SBA takes a second lien position behind a conventional bank lender who provides 50 percent of the project financing. The business is only required to inject 10 percent of the project. The 90 percent long-term financing offered by this program has been very beneficial to the economic development of the region.

7 Performance Measures

The semi-annual and annual reports of accomplishments act as the evaluation tools utilized by the local and regional CEDS committees. This document is maintained by the support staff of the CRC under the guidance of the regional CEDS committee and CRC Board of Directors. Performance measures could include:

❖ Economic Measures

- Building permits
- Reduction in unemployment rates
- Population growth rate by county
- Number of new businesses licenses
- Number of new companies relocating/expanding to the region
- Average weekly wage/per capita income/median household income/government transfer payments
- Poverty level
- Size of workforce

❖ Investment

- Number and types of investments undertaken in the region
- Dollar amount of new investment
- Number of financially successful projects – project still in business after 3 or 5 years
- Increase in industrial/commercial lending in the region

❖ Planning

- Number of marketable acres zoned and available for industrial development
- Development of new infrastructure to facilitate recruitment and expansion efforts
- Increase in diversification/distribution of occupation/industry sectors

❖ Workforce

- Increase the level of educational attainment
- Development of new/expanded education and training programs to improve the quality of the local labor force and meet the emerging needs of employers
- Number of jobs created and retained in the region

While these measures may be tracked by the Regional Commission/Economic Development District and are potential measures for tracking economic growth and diversity, these measures will be refined as experience and time show relevance.

8 Post-Disaster Business Continuity Recovery Strategy

No CEDS document would be complete without a component addressing the region's capacity and and/or state of readiness to operate a "Post-Disaster Business Continuity Recovery Strategy". Though each county has a professional, efficient and trained Emergency Management Agency (EMA), equipment to address pre-disaster circumstances, evacuation plans and phased re-entry plans that are holistic in nature, all accept and recognize the importance of the first-responder need to address the health and safety conditions as an aftermath of the disaster. Assurances need to be assessed, analyzed and structured prior to establishing an acceptable re-entry plan. In most cases the re-entry plan looks at the critical workforce to repair and clear the debris, essential government employees to enter and then the balance of the community once they have corridors cleared, utilities repaired and debris removed. However, in all cases it is important for industry to re-enter as quickly as possible and that a business continuity strategy be employed at two levels. First it must be incorporated into the CEDS document and secondly into the post-disaster plan of the EMA so that production and services can start as soon as possible to minimize the loss of downtime. Not to imply that the EMA are not cognizant of the importance of getting business running again, but with a business continuity strategy in place then a business will be better equipped to assist the EMA personnel and make a quicker, more educated decision relative to restarting operations.

The Coastal Regional Commission and its ten counties are susceptible to hazardous climate conditions such as hurricanes, storm surges, flooding and wildfires. The region contains approximately 500 operating businesses with over 390 within the coastal counties. These businesses employ over 281,000 residents with an average weekly payroll of \$158,922,000. The regional economy is dependent upon these employees getting back to work as quickly and efficiently as possible. A post-disaster business recovery/continuity strategy will address that need.

Each county within the service area of the Coastal Regional Commission has a Disaster Evacuation/Re-Entry Plan as part of the overall operation of the county EMA. Additionally these EMAs meet on a regular basis to coordinate training needs, address best practice scenarios, review current technologies and coordinate the strategies of support/backup services. In all cases each county has extensive plans in place relative to protocols, policy and procedures, alert systems, evacuation plans, recovery plans and then the re-entry approach. These Local Emergency Planning Committees (LEPC) and the associated response/strike teams would be the appropriate body to solicit to begin the development of a post-disaster business continuity strategic plan. Similar to the application of a CEDS committee the initial construction of a business continuity strategy would structure an advisory committee comprised of the LEPC which would draft a strategy/plan to be deployed to the business community for implementation and incorporated as an integral component of the CEDS document.

An initial approach to the design of a business continuity strategy would incorporate the proposed action steps:

- 1) Formation of advisory committee
 - EMA/LEPC
 - Business representatives
 - Utility representatives
- 2) Design of a business continuity strategy
 - Establish parameters
 - Data collection
 - Communications
 - Training requirements
- 3) Identification of parameters to assess
 - Business identification (type & location)
 - Commuting patterns and dominant routes
 - Critical worker skill sets
 - Utilities network
 - Raw materials (hazardous)
 - Staging areas, temporary operation locations
 - Disposal sites/capacity
 - Maps, photo, inventory documentation
 - Contractors, material suppliers
 - Back-up, reciprocal partners
 - Measurements for damage assessment
 - Recovery assistance
 - Routes, schedules of product

9 Appendices

9.1 Appendix I: Reference Documents

The following documents were reviewed during the development of this Comprehensive Economic Development Strategy. In addition to this list, local comprehensive plans were reviewed for additional data and recommendations.

Annual Report Fiscal Year 2011. Georgia Department of Economic Development, 2012.

Brunswick Blueprint II Final Report. May, 2008.

Bryan County Economic Diversification: An Update and Reassessment. University of Illinois at Chicago, 2011.

Camden County Economic Diversification Study. Georgia Tech's Office of Economic Development and Technology Ventures, October 2005

Capitalizing and Acting on Emerging Economic Opportunities in the Savannah Region. SRI International, October 2011.

Comprehensive Local WIA Plan Update. Coastal Workforce Services, 2011.

Creating Excellence in International Business Development Initiatives. Savannah Development Authority, May 2004.

Economic Development Finance Programs. Georgia Department of Community Affairs, August 2010.

Economic Diversification of Bryan County, Georgia. Georgia Tech Enterprise Innovation Institute, 2007.

Fort Stewart/HAAF Regional Growth Plan. Fort Stewart Growth Management Partnership, 2010.

Georgia Competitiveness Initiative Report. Georgia Department of Economic Development, January 2012.

Long County Economic Diversification. University of Illinois at Chicago, 2011.

Regional Plan of Coastal Georgia. Coastal Regional Commission, 2010.

St. Marys Economic Development Strategy. Summer 2007.

Strategic Plan. Coastal Workforce Services, April 2005.

Strategy Evaluation and Update: Liberty County Economic Diversification. University of Illinois at Chicago, 2010.

9.2 Appendix II: Georgia Department of Economic Development Concurrence



July 10, 2012

TO: Georgia's Regional Commission Executive Directors

FROM: Gretchen Corbin, Deputy Commissioner

SUBJECT: Economic Development Priorities in Georgia

It is our pleasure to assist your Regional Commission as you complete your Comprehensive Economic Development Strategy for the Economic Development Administration under the U.S. Department of Commerce. Continued funding from EDA is critical to our economic development efforts and projects in Georgia.

Georgia is home to world-renowned research centers, top ranked universities and Fortune 500 companies. Georgia combines a talented workforce and high quality of living with abundant resources and a thriving economy to create a fertile environment for economic development. The Georgia Department of Economic Development helps drive Georgia's economic growth.

The Georgia Department of Economic Development (GDEcD) is the state's sales and marketing arm, the lead agency for attracting new business investment, encouraging the expansion of existing industry and small businesses, locating new markets for Georgia products, attracting tourists to Georgia, and promoting the state as a location for film, video and music projects, as well as planning and mobilizing state resources for economic development. GDEcD is a global agency and one-stop-shop for accessing Georgia's assets and finding the right components for success. We accomplish these goals through the combined efforts of our Global Commerce Team, Tourism Team, Film, Video & Music Team and our Marketing & Communications Team.

Activities identified in the CEDS that do not conflict with the goals stated above would be deemed consistent with the efforts of GDEcD. Efforts by your RC, coupled with the efforts of all other entities involved in creating lasting jobs and investment within our state are essential to ensure the continued economic vitality within the state of Georgia.

Should you have any questions, please feel free to call me at 404-962-4029.

Georgia Department of Economic Development • 75 Fifth Street, NW • Suite 1200 • Atlanta, Georgia 30308

9.3 Appendix III: Coastal Regional Commission Council Members as of August 2012

NAME	RACE	SEX	POSITION	APPOINTMENT DATE	EXPIRATION DATE
Chairman Jimmy Burnsed (E)	White	Male	County	July 09	
Mayor Harold Fowler (E)	White	Male	City Richmond Hill	January 10	
Sean Register ■	White	Male	NP, Dev. Auth.	July 12	July 2013
Comm. Walter Gibson (E)	White	Male	County	July 09	
Mayor Joe Brannen (E)	White	Male	City Statesboro	October 10	
Russell Keen ■	White	Male	NP, Secondary Ed.	July 12	July 2013
Chairman David Rainer(E)	White	Male	County	July 09	
Mayor Bill Deloughy (E)	White	Male	City St. Marys	January 10	
Craig Root ■	White	Male	Non-Public	July 12	July 2013
Chairman Pete Liakakis (E)	White	Male	County	July 09	
Mayor Edna Jackson (E)	Min.	Female	City of Savannah	January 12	
Chris Blaine ■	White	Male	Non-Public	July 12	July 2013
Vacant			Non-Public		
Vacant			Non-Public		
Comm. Reggie Loper (E)	White	Male	County	September 10	
Mayor Ken Lee (E)	White	Male	City Rincon	July 09	
Herb Jones ■	White	Male	NP, Chamber/Dev.	July 12	July 2013
Chairman Richard Strickland (E)	White	Male	County	January 12	
Comm. Julie Martin (E)	White	Female	City Brunswick	January 12	

NAME	RACE	SEX	POSITION	APPOINTMENT DATE	EXPIRATION DATE
David Boland ■	White	Male	Non-Public	July 12	July 2013
Shaw McVeigh ■	White	Male	Non-Public	July 12	July 2013
Chairman John McIver (E)	Min.	Male	County	July 09	
Mayor Jim Thomas (E)	Min.	Male	City Hinesville	July 09	
Allen Brown ■	White	Male	NP, Chamber/Dev	July 12	July 2013
Matthew Barrow ■	White	Male	NP, Workforce Dev.	July 12	July 2013
Chairman Robert Walker(E)	White	Male	County	July 09	
William Miller ■	Min.	Male	NP, Workforce Dev.	July 12	July 2013
Gwendolyn Davis (E)	Min.	Female	City Ludowici	Jan. 12	
Joe Malbasa (E)	White	Male	City Darien	October 10	
Jason Coley ■	White	Male	Non-Public, Chamber/Dev	July 12	July 2013
Chairman Kelly Spratt (E)	White	Female	County	July 11	
Chairman Will Boyd (E)	White	Male	County	January 10	
Mayor Margaret Evans (E)	White	Female	City of Sylvania	July 09	
Herb Hill ■	White	Male	Non-Public	July 12	July 2013
Dan Coty ♦	White	Male	State Non-Public	July 11	July 2013
Chap Bennett ♦	White	Male	State Non-Public	July 09	July 2011

Tom Ratcliffe ♦	White	Male	State Non-Public	August 09	August 2011
Vacant ♦			State Secondary Education		
Linda Barker ♦	White	Female	State Non Public	March 10	July 2011

(E) = Elected Officials

■ = Non-Public

♦=State Non-Public

*State Appointment notes – no action has been taken on three of the appointments; therefore, they remain on the Council until reappointed or a new appointment is made.

9.3 Appendix IV: Coastal Regional Commission Council Resolution Approving CEDS Update

Resolution

Whereas, the Coastal Regional Commission (CRC) is the Economic Development District for Coastal Georgia as designated by the Economic Development Administration; and

Whereas, the CRC is required to comply with regulations of the United States Department of Commerce to maintain such a designation; and

Whereas, the United States Department of Commerce, Economic Development Administration under 13 CFR Chapter III §303 et seq. requires that CRC prepare and submit to such agency for approval a Comprehensive Economic Development Strategy; and

Whereas, the Comprehensive Economic Development Strategy requires approval of a reviewing committee to authorize transmittal to United States Department of Commerce, Economic Development Administration; and

Whereas, the Coastal Regional Commission Council is a standing board that is inclusive and representative of the main economic interests of coastal Georgia; and

Whereas, the CRC has solicited the advice, recommendations, comments and projects from member counties to update the Comprehensive Economic Development Strategy;

Now Therefore, Be It Resolved, that the Coastal Regional Commission Council hereby submits the updated Comprehensive Economic Development Strategy document to the EDA.

Adopted this 10th day of October, 2012.



By: Walter Gibson
Walter Gibson, Chairman

Attest Allen Burns
Allen Burns, Executive Director

Attachment B

FUTURE DEVELOPMENT GUIDE

*Character Area Policy, Implementation Strategies
and Future Development Map for Unincorporated
Bulloch County, Brooklet, Portal and Register*

A key component of the comprehensive planning process is the creation of the Future Development Guide. The guide uses Character Areas, defined by Development Categories and Community Elements, to describe in detail the vision for growth and development for the next 20 years. This vision, which was developed with a public planning process, is expressed by unique Character Areas.

The Future Development Guide presents the introduction to Character Area-based planning, policy and strategies associated with Character Areas and associated map within the four sections described below:

- What is Character Area-Based Planning?
- Character Area Policy
- Character Area Implementation Strategy
- Future Development Map

CHARACTER AREA-BASED PLANNING

Character Area-based planning focuses on the way an area looks and how it functions. Tailored strategies are applied to each area, with the goal of enhancing the existing character/function or promoting a desired character for the future. Character Areas define areas that presently have unique or special characteristics that need to be preserved, have potential to evolve into unique areas or require special attention because of unique development issues.

Bulloch County's Character Areas are defined in this plan by Development Categories that group development types and Community Elements that incorporate physical elements of development. Character Areas names reflect both the Development Category and Community Element (e.g. Natural-Open Space).

CHARACTER AREA LIST

Natural Development Category

- Natural-Open Space

Rural Development Category

- Rural-Open Space
- Rural-Neighborhood
- Rural-Center

Suburban Development Category

- Suburban-Neighborhood
- Suburban-Corridor

Urban Development Category

- Urban-Neighborhood
- Urban-Center
- Urban-Corridor

Districts Development Category

- Airport-District
- Employment Center-District
- Interstate Gateway-District

The **Development Categories** describe generalized development patterns ranging from completely natural areas to urban areas. Each category incorporates different types and scales of natural and built features. Development Categories are:

- Natural
- Rural
- Suburban
- Urban
- Districts

The **Community Elements** employed by the Character Area Policy describe scale, character, and intensity of development within each Development Category, where applicable (e.g. Open Space only pertains to the Natural and Rural Development Categories in this plan). These elements are represented by the following:

- Open Space
- Neighborhoods
- Centers
- Corridors

CHARACTER AREA POLICY

The Future Development Guide Character Area Policy is presented in narrative form in this section and physically depicted in the Future Development Map. The policy represents and describes a unique policy strategy and development pattern and link intent with design strategies to help achieve the community vision.

The presentation of the Character Area Policy takes place in text sub-sections organized by Development Category. Each sub-section begins with a general description of the Development Category that presents the character and intent of the category and lists the Character Areas included within the category. Narratives for each Character Area follow the category description. Each Character Area Policy presented in the narrative incorporates the following components:

- **Intent** describes the policy intent of each Character Area, specifically to *preserve, maintain, enhance* or *create* a desired character.
- **General Characteristics** provides a general overview of desired development pattern in terms of characteristics that are more specifically addressed in the Design Principles.
- **Application** provides a general description of areas where the Character Areas can be found or appropriately applied based on characteristics of the land and infrastructure.
- **Primary Land Uses** lists appropriate land uses that support the desired mix and or/type of land uses in a Character Area.
- **Applicable Zoning Districts** identifies appropriate zoning districts to use within the character area. Zoning districts in this policy component represent both currently adopted zoning districts, and where necessary, proposed districts designed specifically to implement the intent of the Character Area.
- **Design Principles** describes the form and character of physical elements of the Character Area. This includes scale which is presented in terms of low, medium and high (relative to other Character Areas in the County), site design, density/intensity, green space, transportation and infrastructure (public utilities).
- **Visual Character Description** provides illustrative descriptions of the desired development character specifically for development patterns, transportation and green space.

Development Category: *Natural*

The Natural Development Category applies to areas that are important to preserve and maintain in a natural state. The intent of this category is to preserve the natural character of an area, to preserve the natural functions of the environment, and to provide areas where residents can enjoy nature. Examples of this category include natural wildlife habitat, water bodies, and public preserves and parks.

To preserve the natural character of these areas, the land should be left in an undisturbed state. Examples of important features that warrant preserving include rivers, streams, wetlands, floodplains, important wildlife habitats, and steep slopes.

Preserved areas can be both public and private. Public natural areas can be in the form of passive parks or government-owned land. Privately-owned natural areas can be in the form of conservation easements or undesirable areas for development because of sensitive natural features.

Emphasis should be placed on connecting natural features to support a healthy natural environment. When natural environments are interrupted or segregated by the built environment, their functional health is reduced.

Building and development is rare in this category. When development does occur, it is typically associated with civic uses such as parks, community centers, and camping grounds and infrastructure such as power lines or roads. Where this development does occur, every effort should be made to minimize its physical impact on the surrounding natural environment.

Opportunities to connect and enjoy nature are an important part of a community. This category should provide these opportunities through public preserves and low impact recreational activities.

Examples of public preserves include federal, state, and local parks that can provide access to natural areas. Examples of low impact recreational activities include boating, hiking, fishing, and camping.

NATURAL CHARACTER AREAS

- Natural Open Space (N-OS)



Natural Open Space

NATURAL – OPEN SPACE

① ② ③ ④

Intent: **PRESERVE** existing undisturbed natural areas and open space not suitable for development in addition to the protection of areas that have already developed or have the potential to develop due to existing zoning. Natural Open Space (N-OS) areas are important in the preservation of natural, ecological functions of Bulloch County and in the preservation of the natural environment for current and future generations to enjoy.

General Characteristics: Natural Open Space areas are public or privately-owned land intended to remain as open space for natural area conservation and passive recreation purposes.

Natural Open Space areas should also provide opportunities for residents to connect with nature and preserve important environmental functions. These areas may also be secured and protected by conservation easements, land trusts, or government owned land.

Application: Natural Open Space areas are located throughout Bulloch County, represented primarily by floodplain areas, wetlands, the Ogeechee River corridor, County-owned parkland, and privately-owned land in its natural state.

Primary Land Uses:

- Undeveloped areas in their natural state
- Passive recreation, including greenways and trails
- Cemeteries and burial grounds
- Civic benefit uses suitable for the area such as educational or nature centers and nature preserves

Zoning Classifications:

- AG-5, Conservation Preservation ①
- A-I ②
- AG ③
- CD, AGR ④

DESIGN PRINCIPLES

Site Design

- Preserve scenic views, natural habitats and rural character
- Place building(s) and choose exterior materials to blend with surrounding landscape and to reduce visual impacts
- Maintain existing vegetation and tree cover

Density/Intensity

- Natural landscape with limited civic buildings to provide access and education to community

Green Space

- Natural landscape
- Maintain connections between natural features

Transportation

- Low pedestrian connectivity with greenways, trails
- Limited access with informal roadways such as unpaved roads

Infrastructure

- Not applicable

Visual Character Description

Development Pattern



Transportation



Green Space



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Development Category: Rural

The Rural Development Category represents areas defined by agricultural uses, low density residential uses, and limited low intensity non-residential uses where appropriate. The intent of this category is to preserve and enhance the rural character of the area.

The development pattern is defined by sparsely scattered buildings connected by a road network with fewer roads than other development categories. Buildings are usually a combination of residential homes and structures for agricultural activities. Spacing between buildings is usually wide and they are separated by large tracts of land. Some rural areas may have clusters of residential buildings that are closer to one another and the street to create rural 'hamlets'. Agricultural activities are an important and defining feature of this category. Pasture land, crop fields, and activities relating to harvesting the land are appropriate. Limited commercial activity can be found at cross roads. The non-residential uses should be limited to those that provide essential services to the rural community. Civic uses such as schools and post offices or commercial uses such as small grocery stores or feed stores are examples of appropriate non-residential uses. Additionally, these buildings should be located on smaller lots, oriented close to the street, and clustered together to minimize the development of the surrounding rural landscape.

Given the sparse development pattern, the transportation network has few roads. Roads typically follow contours and other natural features. Typical rural road cross sections consist of the roadway, shoulders, and ditch and swales with no curbs or sidewalks. Because the road network is spread out, distances between intersections is greater. The nature of the road network and low frequency of intersections limits mobility options to motorized vehicles and increases trip distance and time.

Public and utility services are limited in rural areas. Public safety services such as police, fire, and medical response are limited because of the greater distances to travel and limited road connections. Civic services such as schools, community centers and post offices should be located at important cross roads. Electricity is the main utility service for rural areas. Water and sewer service is limited and should be discouraged from expanding into rural areas. Instead, water and sewer should be handled on site with best management practices to limit negative environmental impacts.

Green space is an important part of the rural character. Farm land and natural features are the main types of green space in rural areas and are mostly located on private land. Public access to green space is typically at regional parks that emphasize the preservation of land in a natural state.

RURAL CHARACTER AREAS

- Rural Open Space
- Rural Neighborhood
- Rural Center



Rural Open Space



Rural Neighborhood



Rural Center

RURAL-OPEN SPACE

1

Intent: **PRESERVE** and **ENHANCE** the rural character of Bulloch County. Rural-Open Space (R-OS) areas are necessary to support the rural lifestyle and enhance the economic viability of agricultural activity.

General Characteristics: R-OS is characterized by low density residential development and agricultural activities. The general development pattern is scattered with large distances between buildings. Buildings are either removed from the road with deep setbacks or are located close to the road with an informal orientation to the roadway.

With the exception of arterial roadways that cross the area, the majority of roads are narrow rural roads. Roadway cross sections are typically defined by the roadway, shoulders, ditch and swales, and informal landscaping or farm fences lining the edges. Vehicular connectivity is low with large block lengths and infrequent intersections.

Future development should continue to emphasize the preservation of natural features and farmland and respect the community's rural character and active farms.

Application: R-OS areas are located throughout Bulloch County, represented primarily by privately owned rural land with low levels of residential and agricultural development or no development. The character area is generally located outside of areas where public water and sewer exists or is proposed. Extension of public utilities into these areas (i.e. public sewer) is discouraged.

Primary Land Uses:

- Agricultural uses and accessory uses important to support the rural lifestyle such as barns, stables, or cottage industries
- Residential uses such as low density single-family
- Passive recreation, including greenways and trails
- Civic benefit uses such as places of worship, cemeteries and burial grounds, municipal parks or preserves

Zoning Classifications:

- MHP, AG-5 (Agricultural and Residential District); Conservation Subdivision 1

DESIGN PRINCIPLES

Site Design

- Deep building setbacks with green space or moderate building setbacks to locate building close to roadway
- Small building footprints in relation to lot size
- Access generally provided by private driveway

Density/Intensity

- Low density/intensity
- 1 du/5 acres or less
- 1-3 story buildings

Green Space

- Natural landscape
- Maintain connections between natural features
- Maintain and preserve important agricultural land
- Informal landscaping
- Use of conservation easements is encouraged

Transportation

- Low pedestrian connectivity with greenways and trails
- Low vehicular connectivity with generous distance between intersections
- Rural roadways with shoulder and ditch or swale is main road type

Infrastructure

- Limited municipal water and sewer
- Primary water supply through wells
- Primary sewer treatment utilizes septic or on-site treatment system
- Variable telecommunications

Visual Character Description

Development Pattern



Transportation



Green Space



RURAL-NEIGHBORHOOD

1

Intent: **PRESERVE** and **ENHANCE** the rural character of Bulloch County. Rural-Neighborhood (R-N) areas are intended to preserve the rural lifestyle with hamlet-style clustering of homes typically found in rural areas that are compatible with surrounding agricultural uses that benefit from the scenic rural landscape and that accommodate limited residential growth.

General Characteristics: R-N is characterized by low density residential development and agricultural activities. The general development pattern is either scattered with large distances between buildings or clustered in small hamlets. Clustering can be defined by buildings located in close proximity and along a rural road or by conservation subdivisions that group homes to preserve important natural features/open space and the rural character of the area. Buildings are either placed far from the road with deep setbacks or are located close to the road with an informal orientation to the roadway.

With the exception of arterial roadways that cross the area, the majority of roads are narrow rural roads. Roadway cross sections are typically defined by the roadway, shoulders, ditch and swales, and informal landscaping or farm fences lining the edges. Vehicular connectivity is low with large block lengths and infrequent intersections.

Future development should continue to emphasize the preservation of natural features such as natural drainage ways that utilize natural features for stormwater management and farmland.

Application: R-N is located throughout Bulloch County and primarily represents private agriculture land. R-N areas have traditionally developed with historical clusters of rural homes or have experienced development pressures for higher-density residential development that is inappropriate for the area. The character area is generally located outside of areas where public water and sewer exists or is proposed. Expansion into these areas should be discouraged.

Primary Land Uses:

- Agricultural uses and accessory uses important to support the rural lifestyle such as barns or stables
- Residential uses such as low density single-family
- Civic benefit uses such as places of worship, cemeteries and burial grounds, municipal parks or preserves

Zoning Classifications:

- R-40, R-80; *Conservation Subdivision* 1

DESIGN PRINCIPLES

Site Design

- Deep building setbacks with green space or moderate building setbacks to locate building close to roadway
- Small building footprints in relation to lot size
- Access generally provided by private driveway
- Architectural diversity giving a sense of plan and rural/semi-rural character
- Attractive facades and streetscape

Density/Intensity

- Low density/intensity
- 1 du/acre (*subject to Health Dept. approval*)
- 1-3 story buildings

Green Space

- Natural landscape
- Maintain connections between natural features
- Maintain and preserve important agricultural land
- Informal landscaping

Transportation

- Low pedestrian connectivity with greenways and trails
- Low vehicular connectivity with generous distance between intersections
- Rural roadways with shoulder and ditch or swale is main road type

Infrastructure

- Limited municipal water and sewer
- Primary water supply through wells
- Primary sewer treatment utilizes septic or on-site treatment system
- Variable telecommunications
- Controlled stormwater as needed

Visual Character Description

Development Pattern



Transportation



Green Space



RURAL-CENTER

1

Intent: **ENHANCE** and **MAINTAIN** the rural character of Bulloch County by providing commercial services intended to serve adjacent residential or agricultural areas with limited goods and services that are necessary to support the rural lifestyle and are concentrated at important roadway intersections.

General Characteristics: Rural–Center (R-C) is characterized by clustered commercial and residential development around the intersection of prominent rural roads. The general development pattern is compact with moderate to short distances between buildings. Buildings are located close to the street with parking either in front, beside or behind the building on private property. Within the immediate area of major intersections, there is a limited block patterns with moderate distance between intersections.

Roadway cross sections are typically defined by the roadway and shoulders or sidewalks separating the street from private property. Pedestrian facilities such as sidewalks and greenways are appropriate.

R-C areas are generally located outside of areas where public water and sewer exists or is proposed. However, depending on the land use and location to municipal services, municipal water and sewer service may be appropriate.

Future development should emphasize the compact, small scale development. It should include compatible architecture styles that maintain the regional rural character rather than “franchise” or “corporate” architecture with landscaped parking areas that supports the immediate surrounding rural area.

Application: R-C areas located in rural areas of Bulloch County that have traditionally developed with rural, low-density residential and commercial clusters and at the intersections of prominent rural roads.

Primary Land Uses:

- Residential uses such as low density single-family
- Commercial uses necessary to support the rural lifestyle including small-scale retail or grocery stores, commercial nurseries, farm implement sales and supply stores, farmer’s markets and feed and seed
- Office uses necessary to support the rural lifestyle
- Passive recreation, including greenways and trails
- Civic benefit uses such as places of worship, cemeteries and burial grounds, municipal parks or preserves

Zoning Classifications:

- R-40; GC, NC (Small Scale); TND, Conservation Subdivision

1

DESIGN PRINCIPLES

Site Design

- Vehicular access from prominent rural roads
- Moderate to shallow setbacks are generally 40 to 20 feet in depth
- Moderate building footprint in relation to lot size
- Architectural diversity giving a sense of place and rural/semi-rural character
- Attractive facades and streetscapes

Density/Intensity

- Moderate density/intensity
- 1-3 story buildings clustered around or close proximity to major intersections
- Small-scale convenience centers with controlled aesthetics

Green Space

- Informal landscaping with areas in natural state
- Formal landscaping with built areas

Transportation

- Low pedestrian connectivity with greenways and multi-use trails
- Low vehicular connectivity with important connections at intersections of prominent rural roads

Infrastructure

- Limited municipal water and sewer
- Primary water supply through wells
- Primary sewer treatment utilizes septic or on-site treatment system
- Variable telecommunications
- Controlled stormwater as needed

Visual Character Description

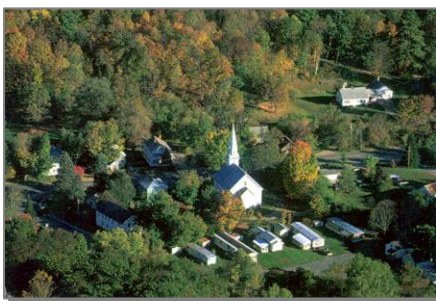
Development Pattern



Transportation



Green Space



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Development Category: Suburban

The Suburban Development Category represents a transition between natural and rural settings and urban environments. The intent of this category is to preserve the accommodation of natural features into the built environment, enhance the access to urban amenities such as jobs, retail services, and public services, and to create new opportunities to enhance the quality of life.

The development pattern of “traditional” suburban areas is generally characterized by the separation of land uses into residential and non-residential areas. Residential areas typically have clusters of similar one and two story residential buildings, lots surrounded by landscaping on all sides, and a moderate to high degree of building separation. Non-residential areas are typically located along major roads or at major crossroads. Commercial uses are typically clustered together and are designed largely to accommodate vehicular access. Public and civic buildings such as schools or government offices are usually located in isolation from other uses and along major roads.

Transportation design is centered on the automobile but pedestrian facilities are included. Road networks have a moderate degree of connectivity and frequency of intersections. Because trip distances are typically too long for walking, transportation mobility is largely dependent on motor vehicles. Streets are typically curvilinear with residential streets often ending in cul-de-sacs. A typical cross section of a street includes the roadway, curb and gutter, and in some cases sidewalks.

Green space in suburban areas is largely located on private properties and associated with the yard area surrounding buildings. Public green space is typically in the form of parks with recreation facilities such as ball parks or small neighborhood parks.

While the traditional model of suburban development is prominent, a desire for a more complete and integrated physical form is desired. New suburban development should integrate land uses where appropriate and increase the connections between land uses. This type of approach should reduce the influence of design around automobiles. Examples of this type of development pattern include connecting residential developments to other residential developments or commercial areas. Within commercial areas, buildings should be located closer to the street and separated from the roadway by landscaping rather than parking lots. Parking and additional commercial building should be located behind buildings that front the street. Civic buildings and uses such as schools and parks should be located where commercial and residential uses connect to create suburban centers with a cluster of services and activities for a community.

SUBURBAN CHARACTER AREAS

- Suburban-Neighborhood
- Suburban-Corridor



Suburban Neighborhood



Suburban Corridor

SUBURBAN-NEIGHBORHOOD

1

Intent: **ENHANCE** existing suburban neighborhoods and **CREATE** new suburban neighborhoods to improve the quality of life in Bulloch County with an increased sense of place and community.

General Characteristics: Suburban-Neighborhood (S-N) is characterized by residential development and small scale commercial uses that serve the neighborhoods. The general development pattern is defined by single use activity on individual lots. Street networks are defined by curvilinear streets and moderate distances between intersections. Buildings have moderate setbacks and use the building structure or landscaping to frame the street.

Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of public right of way and private property.

Green space is largely incorporated on individual lots but neighborhood and community parks should be located within neighborhoods to enhance the quality of life.

Connectivity is moderate for vehicles, pedestrians, and bicycle users. Future development should emphasize connectivity and housing diversity. It should also focus on creating a pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly multi-use trail/bike routes linking neighboring communities and major destinations such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc.

Application: S-N areas radiate out from the City of Statesboro city limits to a defined edge. Additionally, S-N is defined as an area where municipal water and sewer infrastructure is provided or proposed.

Primary Land Uses:

- Residential uses such as single family detached and attached or multi-family located in close proximity to major corridors
- Commercial uses appropriate for neighborhood services and clustered around crossroads of important suburban neighborhood roads
- Greenways and trails
- Civic benefit uses such as places of worship, municipal parks, or community centers

Zoning Classifications:

- R-25, R-15, R-2, R-3 in close proximity to major roadways; NC; PUD 1

DESIGN PRINCIPLES

Site Design

- Vehicular access from private driveways
- Moderate to shallow setbacks are generally 40 to 20 feet in depth
- Low to moderate lot coverage with medium building footprint in relation to lot size
- Architectural diversity giving a sense of place and neighborhood character
- Attractive facades
- Well-designed, low scale signage

Density/Intensity

- Moderate to High density/intensity (where sewer is available)
- 2 du/acre for single family
- 3 du/acre for multi-family

Green Space

- Informal landscaping with passive use areas
- Formal landscaping and appropriate buffers with built areas
- Neighborhood Parks
- Community Parks
- Use of conservation easements is encouraged

Transportation

- Low to moderate pedestrian connectivity with sidewalks, greenways, and pedestrian paths
- Moderate vehicular connectivity with curvilinear streets and generous to moderate distance between intersections
- Managed access
- Efficient and safe vehicular and pedestrian circulation patterns

Infrastructure

- Municipal water and sewer service
- Telecommunications available
- Low impact development

Visual Character Description

Development Pattern



Transportation



Green Space



SUBURBAN-CORRIDOR

①

Intent: ENHANCE existing suburban corridors to improve the quality of life in Bulloch County with an increased sense of place and community.

General Characteristics: Suburban-Corridor (S-C) is characterized by commercial and residential development along major transportation corridors. The general development pattern is linear along the major transportation corridors with single use commercial, office, and residential uses as well as mixed use development. Street networks are defined by curvilinear and linear streets with moderate distances between intersections.

Buildings have moderate to deep setbacks and use the building structure or landscaping to frame the street. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of public right of way and private property. Access to properties should be managed with limited curb cuts, frontage roads, and side streets. Connectivity is moderate for vehicles and high for pedestrians and bicycle users.

Uniform sign standards should apply with appropriate sign types including building mounted, projecting, awning, and monument. Landscaping standards should apply along the corridor, including in and along parking lots to provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire corridor.

Future development should emphasize connectivity and housing diversity and be organized in a nodal fashion with commercial/mixed use development at intersections with major streets and secondary roads. Areas between these development nodes along the corridor provide opportunities for development of higher intensity residential uses that would create more housing choices in proximity to commercial areas and major transportation arteries.

Application: S-C areas are located along principal arterials in unincorporated areas typically within close proximity to the Statesboro city limits and consists of residential subdivisions, traditional neighborhood development, commercial businesses and mixed use development. The S-C areas are generally located where public water and sewer infrastructure exists or is proposed.

Primary Land Uses:

- Residential uses such as multi-family
- Office and commercial uses
- Mixed use development with appropriate mixtures of residential, office, and commercial uses
- Civic benefit uses such as schools, municipal services, or places of worship

Zoning Classifications:

- HC, GC; R-3; PUD; *Corridor Overlay District* ①

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or frontage roads
- Deep to moderate setbacks are generally 20 to 40 feet in depth
- Moderate lot coverage with medium building footprint in relation to lot size
- Controlled aesthetics and architecture
- Unobtrusive street lighting
- Well designed, low scale signage

Density/Intensity

- Moderate density/intensity
- 2 du/acre for multi-family residential development
- 1-3 story buildings
- Mixed use density/intensity

Green Space

- Formal landscaping and appropriate buffering with built areas
- Moderately dense street trees, bushes, and planting strips

Transportation

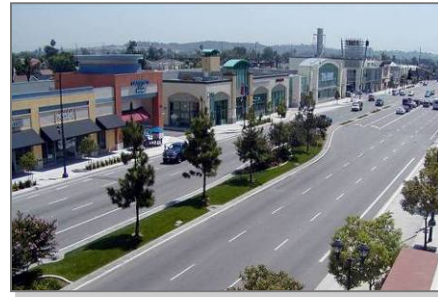
- High pedestrian connectivity with sidewalks and bikeways
- Moderate vehicular connectivity with curvilinear and linear streets and generous to moderate distance between intersections
- Managed access
- Efficient and safe vehicular and pedestrian circulation patterns
- Shared side and rear commercial parking

Infrastructure

- Municipal water and sewer service
- Telecommunications available
- Low impact development

Visual Character Description

Development Pattern



Transportation



Green Space



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Development Category: Urban

The Urban Development Category is defined by the highest intensity of development. The intent of this category is to enhance and create quality, walkable communities with residential and non-residential uses in close proximity. Additionally, this category intends to preserve historic buildings and street patterns associated with traditional town centers.

The development pattern of urban areas is defined by high intensity of street connection, buildings, and land uses. Commercial areas are defined by buildings that consume most of the lot and have little to no setbacks from the street. The building uses are typically a mixture of retail, office, and residential uses. The scale of buildings varies but is intended to frame the street with two or more stories. Residential neighborhoods are defined by smaller lots, smaller yard setbacks, and are located closer to the street than suburban residential development.

The transportation network of urban areas is an intense network of linear streets, smaller, walkable blocks, and frequent intersections. Mobility options are greater in urban areas with walkable distances between land uses and an emphasis on integrating motor vehicle traffic and pedestrians. A typical cross section of an urban street includes the roadway, curb and gutter, street trees or other street furniture, and a sidewalk. On-street parking is also a part of urban areas. It provides activity along the street and a buffer between moving traffic and the pedestrian walkways.

Green space in urban areas is made up of street trees or other plantings that lines sidewalks, small urban parks, and small yards in urban neighborhoods.

Urban areas also provide the highest degree of public and utility services. Water, sewer, electricity, and other utilities are all provided. Additionally, the full range of public safety services are available and can provide the quickest response times in urban areas. Civic services such as government buildings are also typically located in urban areas.

URBAN CHARACTER AREAS

- Urban-Neighborhood
- Urban-Corridor
- Urban-Center



Urban Neighborhood



Urban Center



Urban Corridor

URBAN-NEIGHBORHOOD

2 3 4

Intent: **ENHANCE** and **MAINTAIN** existing urban neighborhood character by accommodating in-fill development that respects the scale, setback and style of existing adjacent homes and protects and stabilizes existing dwellings, many of which have historic value and **CREATE** new urban neighborhoods to improve the quality of life in Brooklet, Portal and Register with an increased sense of place and community.

General Characteristics: Urban-Neighborhood (U-N) is characterized by compact, walkable development in close proximity to the town center. The general development pattern is defined by residential development and civic uses such as schools. Buildings have moderate to shallow setbacks and use the building structure or landscaping to frame the street.

Street networks are defined by linear streets with moderate to short distances between intersections. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of public right of way and private property. On-street parking should be encouraged. Connectivity is high for vehicles, pedestrians, and bicycle users.

Green space on individual lots is reduced because of smaller lots sizes. Neighborhood parks provide large green space and recreation areas.

Future development should emphasize connectivity and housing diversity by accommodating a mix of housing types and sizes with redevelopment, including small-lot single family, townhomes, and live/work units. Duplexes, townhomes and multi-family units should only be located at key intersections and where full services, public facilities and routes of potential public transportation are available. Access to nearby corridors and centers should be improved with additional pedestrian and bicycle infrastructure.

Application: U-N areas generally include all residential subdivisions, traditional neighborhood development and neighborhood park areas within city limits that are not included in the Urban-Center and Urban-Corridor character areas. The character area is generally located in areas where municipal water is available (and where sewer is proposed in Portal).

Primary Land Uses:

- Residential uses such as single family attached and detached and multi-family
- Civic benefit uses such as places of worship, municipal services, or municipal parks

Zoning Classifications:

- R-1, R-2, R-3, R-4 2
- SFR, MFR, MHP 3
- DR, RMD, SR 4

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by alleys and private driveways
- Shallow building setbacks are generally 20 feet or less in depth
- Moderate to high lot coverage with medium to large building footprint in relation to lot size

Density/Intensity

- Moderate to high density/intensity
- 2-8 du/acre for single family
- 10-20 du/acre for multi-family
- 1-3 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood parks

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- High vehicular connectivity with linear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern



Transportation



Green Space



URBAN-CENTER

2 3 4

Intent: **ENHANCE** existing urban centers to improve the quality of life in Brooklet, Portal and Register with an increased sense of place and community. It is intended to encourage a mix of uses that can create vitality, reinforce the area's role as a central business district and local activity center, and respect and promote the established development pattern of the town center.

General Characteristics: Urban-Center (U-CTR) is characterized by compact, walkable development typical of town centers. The general development pattern is defined by compact, mixed use development. Buildings have shallow setbacks and use the building structure to frame the street. Green space is characterized by street trees, planters, planting strips, and formal public parks.

Street networks are defined by linear streets with short distances between intersections. Roadway cross sections are typically defined by the roadway, curb and gutter, and sidewalks with a well defined pedestrian environment. Parking is limited to on-street and behind or beside buildings. Connectivity is high for vehicles, pedestrians, and bicycle users.

Future development should emphasize connectivity and uses that generate a high level of activity and reinforce traditional pedestrian-scaled development patterns, including building placement, lighting, site features, sidewalk use and amenities, traffic patterns, etc. In addition, it should retain and enhance existing building stock with appropriate maintenance and rehabilitation, and encourage mixed use development in buildings with underutilized upper floors and with infill opportunities (e.g. residential above ground-floor retail).

Application: U-CTR areas are generally centrally located within the city limits and incorporate the major business and municipal functions in a mixed-use traditional town center. The character area is generally located in areas where municipal water is available (and where sewer is proposed in Portal).

Primary Land Uses:

- Residential uses such as multi-family
- Office uses
- Commercial uses
- Mixed use development with appropriate mixtures of residential, office, and commercial uses
- Civic benefit uses such as places of worship, municipal services, or municipal parks

Zoning Classifications:

- R-Multi Family; C-1, C-2; *Mixed Use Overlay District* 2
- HC, NC; *Mixed Use Overlay District* 3
- R-3; NC, HC; *Mixed Use Overlay District* 4

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by alleys and private driveways
- Shallow building setbacks are generally 20 feet or less in depth
- Moderate to high lot coverage with medium to large building footprint in relation to lot size

Density/Intensity

- Moderate to high density/intensity (higher intensities require sewer)
- 2-8 du/acre for single family
- 10-20 du/acre for multi-family
- 1-3 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood parks

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- High vehicular connectivity with linear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern



Transportation



Green Space



URBAN-CORRIDOR

2 3 4

Intent: **ENHANCE** existing urban corridors to improve the quality of life in Brooklet, Portal and Register with an increased sense of place and community.

General Characteristics: Urban-Corridor (U-COR) is characterized by compact, walkable development typical along major urban corridors. The general development pattern is defined by compact, mixed use development. Buildings have shallow setbacks and use the building structure to frame the street.

Street networks are defined by linear streets with moderate to short distances between intersections. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks with a well defined pedestrian environment. Parking is limited to behind or beside buildings. Connectivity is high for vehicles, pedestrians, and bicycle users.

Green space is characterized by street trees, planters, and planting strips. The character area is generally located within areas where public water and sewer exists or is proposed.

Future development should emphasize connectivity and uses that generate a high level of activity.

Application: U-COR areas have direct access or frontage to the main roadway within the city limits. The character area is generally located in areas where municipal water is available (and where sewer is proposed in Portal).

Primary Land Uses:

- Residential uses such as multi-family
- Office uses
- Commercial uses
- Mixed use development with appropriate mixtures of residential, office, and commercial uses
- Civic benefit uses such as places of worship, municipal services, or municipal parks

Zoning Classifications:

- R-Multifamily; C-1, C-2; I-1; *Corridor Overlay District* 2
- MFR; HC, NC; *Corridor Overlay District* 3
- RMD; NC, HC; *Corridor Overlay District* 4

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by alleys and private driveways
- Shallow building setbacks are generally 20 feet or less in depth
- Moderate to high lot coverage with medium to large building footprint in relation to lot size

Density/Intensity

- Moderate to high density/intensity
- 2-8 du/acre for single family
- 10-20 du/acre for multi-family
- 1-3 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood parks

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- High vehicular connectivity with linear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern



Transportation



Green Space



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Development Category: District

The District Development Category accommodates activities and uses that are not accommodated by the traditional community elements of open space, neighborhoods, centers, and corridors. The intent of this category is to create and enhance areas with special services for a community and to limit negative impacts they may have on surrounding areas.

The development patterns for districts are typically large land developments. Examples include airports or industrial sites that require a large geographic area. Typically large buffers are required to limit the impacts of the land use on adjacent areas. To help limit the district's impact on the surrounding character areas, efforts should be made to mirror the character of the surrounding areas at the district edge. Similar street types and landscaping buffers are an example of this type of character merging.

Transportation in and around districts can vary greatly. For heavy land uses such as industrial uses, the transportation system should be designed to accommodate large, heavy vehicles. Access to loading or heavy service areas should be accommodated on site and away from major road access points.

Green space is variable in districts. Most green space is associated with landscape buffers or large open areas such as an airport runway.

Utility services are an important component of district areas. Where heavy uses are located, such as industrial uses or airports, it is important that water, sewer, and electrical services are provided. Chemicals and other water uses need to be treated properly to limit negative impacts on the environment.

DISTRICT CHARACTER AREAS

- Airport-District
- Employment-District
- Interstate Gateway-District



Airport District



Employment District



Interstate Gateway District

AIRPORT-DISTRICT

1

Intent: **MAINTAIN** and **ENHANCE** the existing airport facility to accommodate air travel activity and related business facilities to **CREATE** new economic opportunities for Bulloch County while discouraging land uses and development patterns that could present a conflict with future aviation operations.

General Characteristics: Airports and related facilities have unique requirements for development as well as the development around them. Airports provide unique transportation access to areas as well as important business opportunities.

Because of the regulated nature of airports, federal, state, and local requirements manage sound and landscaping buffer requirements for airport facilities as well as regulate height and land use activity in close proximity to the airport. A non-residential buffer of 2,000 feet should be maintained around the airport.

Building development should be variable within the Airport-District (A-D) to promote the specific needs of industrial activities or businesses. Appropriate landscaping and open space between buildings and adjacent land uses should be provided to help limit negative visual and noise impacts of activity within the district on surrounding areas. Internal transportation should be designed to accommodate heavy and large vehicles associated with industrial or shipping activity.

Access to the district should be controlled with limited connections to surrounding development. Access to the district should be located along a major roadway.

Application: The Airport District is northeast of Statesboro and along US-301. Additionally, A-D is defined as an area where municipal water and sewer is provided or proposed.

Primary Land Uses:

- Air travel facilities
- Industrial uses such as low or high intensity manufacturing, assembly, distribution, processing, wholesale trade, or similar
- Office uses such as business parks or large business facilities

Zoning Classifications:

- Light Industrial (LI); Heavy Industrial (HI) ①
- PUD, GC ①
- Airport Overlay ①

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or frontage roads
- Deep to moderate setbacks are generally 20 to 40 feet in depth
- Moderate lot coverage with medium building footprint in relation to lot size
- Prohibit uses creating air navigation hazards
- Well designed, low scale signage

Density/Intensity

- Moderate density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping and appropriate buffering with built areas
- Moderately dense street trees, bushes, and planting strips

Transportation

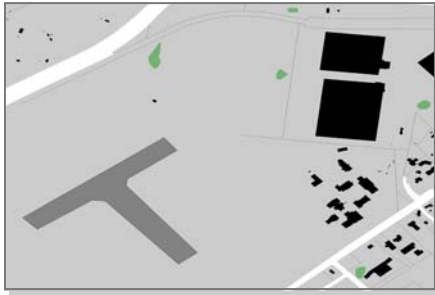
- Moderate vehicular connectivity with generous to moderate distance between intersections
- Managed access
- Efficient and safe vehicular and pedestrian circulation patterns

Infrastructure

- Municipal water and sewer service
- Telecommunications available
- Low impact development

Visual Character Description

Development Pattern



Transportation



Green Space



EMPLOYMENT-DISTRICT

1

Intent: **ENHANCE** and **MAINTAIN** existing industrial and business facilities and **CREATE** new facilities to create new economic opportunities for Bulloch County.

General Characteristics: The Employment-District (E-D) is intended to accommodate large industrial and business development that is not easily accommodated within the Community Elements (Open Space, Neighborhoods, Corridors, or Centers).

Building development should be variable within E-D to promote the specific needs of industrial activities or businesses and accommodate large-scale distribution facilities, industrial activities, or office park developments.

Appropriate landscaping and open space between buildings and adjacent land uses should be provided to help limit negative visual and noise impacts of activity within the district on surrounding areas. Internal transportation should be designed to accommodate heavy and large vehicles associated with industrial or shipping activity.

Access to the district should be controlled with limited connections to surrounding development and should be located along a major roadway.

Future development should reflect a campus or unified development pattern that includes on-site stormwater detention or retention features, such as pervious pavements, provides for connectivity between uses, has controlled signage (height, size, type) to prevent “visual clutter” and includes employment uses along with commercial and service uses to serve workers and patrons of these businesses.

Application: E-D areas in Bulloch County are located along US-301. One E-D area is located southwest of Statesboro between Statesboro and Register. The second E-D area is located northeast of Statesboro and adjacent to the Airport-District.

Primary Land Uses:

- Industrial uses such as low or high intensity manufacturing, assembly, distribution, processing, wholesale trade, or similar
- Office uses such as business parks or large business facilities

Zoning Classifications:

- LI, HI 1
- PUD 1

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or frontage roads
- Deep to moderate setbacks are generally 40 to 20 feet in depth
- Moderate lot coverage with medium building footprint in relation to lot size
- Emphasis on master planning
- Appropriate architectural design
- Unobtrusive street lighting
- Well designed, low scale signage

Density/Intensity

- Moderate density/intensity
- 3 du/acre for multi-family residential development (when residential is included in a PUD)
- 1-3 story buildings

Green Space

- Formal landscaping and appropriate buffering with built areas
- Moderately dense street trees, bushes, and planting strips

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- Moderate vehicular connectivity with curvilinear and linear streets and generous to moderate distance between intersections
- Managed access
- Efficient and safe vehicular and pedestrian circulation patterns
- Shared side and rear commercial parking

Infrastructure

- Municipal water and sewer service
- Telecommunications available
- Low impact development

Visual Character Description

Development Pattern



Transportation



Green Space



INTERSTATE GATEWAY-DISTRICT

1

Intent: **ENHANCE** existing highway commercial businesses associated with interstate interchanges to define a visual gateway to Bulloch County and **CREATE** industrial or large business facilities to take advantage of the I-16 access and proximity to Savannah's port and shipping facilities.

General Characteristics: The Interstate Gateway-District (IG-D) areas are intended to accommodate industrial and business development that is not easily accommodated within the Community Elements (Open Space, Neighborhoods, Corridors, or Centers). IG-D areas are expected to capitalize on their I-16 access and develop with large-scale distribution facilities, industrial activities, office park developments, and highway commercial activity when infrastructure is in place to support such uses.

IG-D areas are characterized by auto-oriented commercial and industrial uses that cater to travelers along I-16 and the nearby workforce. As prominent gateways to the County, attention should be paid to permitted signage, the presence of sidewalks and other site or streetscape features that can enhance or detract from the aesthetic and functional qualities of the area.

Application: The IG-D areas in Bulloch County are located at the US-301/I-16 and SR-67/I-16 interchanges.

Primary Land Uses:

- Commercial uses such as gas stations, restaurants, hotel and motel uses, or other similar interstate highway oriented uses
- Industrial uses such as low or high intensity manufacturing, assembly, distribution, processing, wholesale trade, or similar
- Office uses such as business parks or large business facilities

Zoning Classifications:

- LI, HI; HC fronting major highways; *Interchange Overlay District* 1

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or frontage roads
- Deep to moderate setbacks are generally 20 to 40 feet in depth
- Moderate lot coverage with medium building footprint in relation to lot size
- Thematic image using landscaping, signage, color, and bridge treatments
- Unobtrusive street lighting
- Well designed, low scale signage

Density/Intensity

- Moderate density/intensity
- 3 du/acre for multi-family residential development
- 1-3 story buildings

Green Space

- Formal landscaping and appropriate buffering with built areas
- Moderately dense street trees, bushes, and planting strips
- Preserve scenic views

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- Moderate vehicular connectivity with linear streets and generous to moderate distance between intersections
- Managed access
- Efficient and safe vehicular and pedestrian circulation patterns
- Shared side and rear commercial parking

Infrastructure

- Municipal water and sewer service
- Telecommunications available
- Low impact development

Visual Character Description

Development Pattern



Transportation



Green Space



Character Area Implementation Strategy

The Character Area Implementation Strategy is used to link the desired physical development patterns identified in the character areas with appropriate modifications to the development regulations necessary to implement the character area descriptions and policy intent. For some of the character areas, the desired physical development patterns are prohibited by the current regulations. Likewise, some of the desired development patterns are not regulated currently and need new regulations to help guide and implement the desired development pattern. Below is a list of specific strategies for each character area that when implemented, will help Bulloch County achieve its desired vision of future development.

Natural - Open Space ① ② ③ ④

- ☞ **N-OS Strategy 1.** Pursue government purchase of environmentally sensitive lands for the creation of wildlife areas, nature preserves, and public parks
- ☞ **N-OS Strategy 2.** Develop a land conservation program with Georgia Conservancy to create conservation easements or other similar conservation tools that preserve important natural areas
- ☞ **N-OS Strategy 3.** Review Floodplain Protection Ordinance to ensure compliance with state and federal regulations
- ☞ **N-OS Strategy 4.** Review development regulations to ensure stormwater and erosion controls mitigate construction and development impacts on natural areas
- ☞ **N-OS Strategy 5.** Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)
- ☞ **N-OS Strategy 6.** Adopt specific cross sections for roads that cross N-OS character area
- ☞ **N-OS Strategy 7.** Develop a Countywide Greenways Master Plan that outlines a countywide system of interconnected greenway/trail corridors, addresses greenway trail crossings of all roads, and defines specific priorities for property acquisition to develop the system.
- ☞ **N-OS Strategy 8.** Follow BMPs for erosion and sedimentation control, as defined in the Georgia Erosion and Sedimentation Act
- ☞ **N-OS Strategy 9.** Promote the use of conservation easements and conservation tax credits by landowners

Rural - Open Space ①

- ☞ **R-OS Strategy 1.** Adopt a Conservation Subdivision Ordinance to ensure the preservation of rural character, sensitive natural resources and large tracts of permanent green space by allowing for cluster development (also DP Strategy 2.1.2, R-N Strategy 3 and S-N Strategy 3)
- ☞ **R-OS Strategy 2.** Maintain AG-5 development regulations
- ☞ **R-OS Strategy 3.** Adopt typical street cross-sections and/or development standards for Rural Development Category Character Areas that identify appropriate width and configuration and that require paved roads to use drainage swales in lieu of curb, gutter and sidewalk (also R-N Strategy 4)
- ☞ **R-OS Strategy 4.** Carefully design roadway alterations to minimize scenic and environmental impacts
- ☞ **R-OS Strategy 5.** Adopt a policy that discourages extension of public utilities into R-OS
- ☞ **R-OS Strategy 6.** Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs)(also DP Strategy 2.2.3)

Rural – Neighborhood ①

- ☞ **R-N Strategy 1.** Adopt a Conservation Subdivision Ordinance to ensure the preservation of rural character, sensitive natural resources and large tracts of permanent green space by allowing for cluster development (also DP Strategy 2.1.2, R-OS Strategy 1 and S-N Strategy 3)
- ☞ **R-N Strategy 2.** Maintain R-40 development regulations
- ☞ **R-N Strategy 3.** Adopt typical street cross-sections and/or development standards for Rural Development Category Character Areas that identify appropriate width and configuration and that require paved roads to use drainage swales in lieu of curb, gutter and sidewalk (also DP Strategy 2.1.2, R-N Strategy 3)

Rural – Center ①

- ☞ **R-C Strategy 1.** Adopt Rural Center overlay district that defines desired standards for commercial uses and site design
- ☞ **R-C Strategy 2.** Develop and promote incentives for appropriate amenities, aesthetics, and infill

Suburban – Neighborhood ①

- ☞ **S-N Strategy 1.** Prepare and adopt a Traditional Neighborhood Development (TND) ordinance
- ☞ **S-N Strategy 2.** Prepare and adopt street connectivity requirements that require a connected system of streets within new subdivisions and connections to existing subdivisions, including requiring multiple stub out streets to allow for future connectivity when adjacent properties develop
- ☞ **S-N Strategy 3.** Adopt a Conservation Subdivision Ordinance to ensure the preservation of rural character, sensitive natural resources and large tracts of permanent green space by allowing for cluster development (also DP Strategy 2.1.2, R-OS Strategy 1 and R-N Strategy 1)
- ☞ **S-N Strategy 4.** Adopt a Tree Protection/Replacement Ordinance that limits clearing and grading to maintain the natural tree canopy as much as possible

- ☞ **S-N Strategy 5.** Reduce PUD minimum area requirements to encourage smaller developments and innovative infill development
- ☞ **S-N Strategy 6.** Prepare and adopt a connector street plan
- ☞ **S-N Strategy 7.** Develop residential infill guidelines applicable in Suburban Neighborhood areas in order to ensure that the scale and character of new development on vacant lots is compatible with existing development
- ☞ **S-N Strategy 8.** Develop and promote incentives for amenities, aesthetics, and infill

Suburban – Corridor ①

- ☞ **S-C Strategy 1.** Prepare and adopt a Suburban-Corridor Overlay District to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the corridor
- ☞ **S-C Strategy 2.** Develop and promote incentives for amenities, aesthetics, and infill

Urban Neighborhood ②③④

- ☞ **U-N Strategy 1.** Prepare and adopt a Traditional Neighborhood Development (TND) ordinance to create walkable, compact residential development
- ☞ **U-N Strategy 2.** Prepare and adopt PUD zoning category to encourage innovative site design and development
- ☞ **U-N Strategy 3.** Reduce minimum lot dimensions to encourage compact, walkable development patterns
- ☞ **U-N Strategy 4.** Prepare an existing conditions analysis of the City's sidewalks to identify substandard facilities and prioritize repair/replacement projects
- ☞ **U-N Strategy 5.** Amend the zoning ordinance to support appropriate infill standards, including flexible setback provisions that ensure new construction is compatible with existing development patterns
- ☞ **U-N Strategy 6.** Develop a City-wide vacant site inventory, and identify those that are suitable for infill development
- ☞ **U-N Strategy 7.** Create a City-wide inventory of buildings suitable for redevelopment

Urban – Center ②③④

- ☞ **U-CTR Strategy 1.** Prepare and adopt an Urban-Center Overlay District to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the character area
- ☞ **U-CTR Strategy 2.** Prepare and adopt Corridor/Streetscape Master Plans to guide enhancements

Urban – Corridor 2 3 4

- ☞ **U-COR Strategy 1.** Prepare and adopt an Urban-Corridor Overlay District to regulate building placement, design and size; sign placement; size and materials; landscaping; access management; interparcel access and other elements that contribute to the look and function of the corridor
- ☞ **U-COR Strategy 2.** Prepare and adopt Corridor/Streetscape Master Plans for Commercial Corridor character areas to guide enhancements
- ☞ **U-COR Strategy 3.** Prepare and adopt necessary regulatory amendments to require interparcel access, limit curb cuts, and require sidewalks with new commercial and mixed use development

Airport – District 1

- ☞ **A-D Strategy 1.** Enforce existing height requirements
- ☞ **A-D Strategy 2.** Review rezoning requests to ensure compatibility with Airport-District Character Area
- ☞ **A-D Strategy 3.** Review and modify industrial zoning category standards to accommodate desired business development to guide desired building and site aesthetics/design (also E-D Strategy 1 and IG-D Strategy 1)
- ☞ **A-D Strategy 4.** Determine and administer appropriate buffers for noise and safety to accommodate the long-range needs of the airport
- ☞ **A-D Strategy 5.** Evaluate the need for other requirements for new development to address land use compatibility and the mitigation of any impacts that may adversely affect existing or future aviation operations or aviation-related land uses at the airport

Employment – District 1

- ☞ **E-D Strategy 1.** Review and modify industrial zoning category standards to accommodate desired business development to guide desired building and site aesthetics/design (also A-D Strategy 3 and IG-D Strategy 1)

Interstate Gateway – District 1

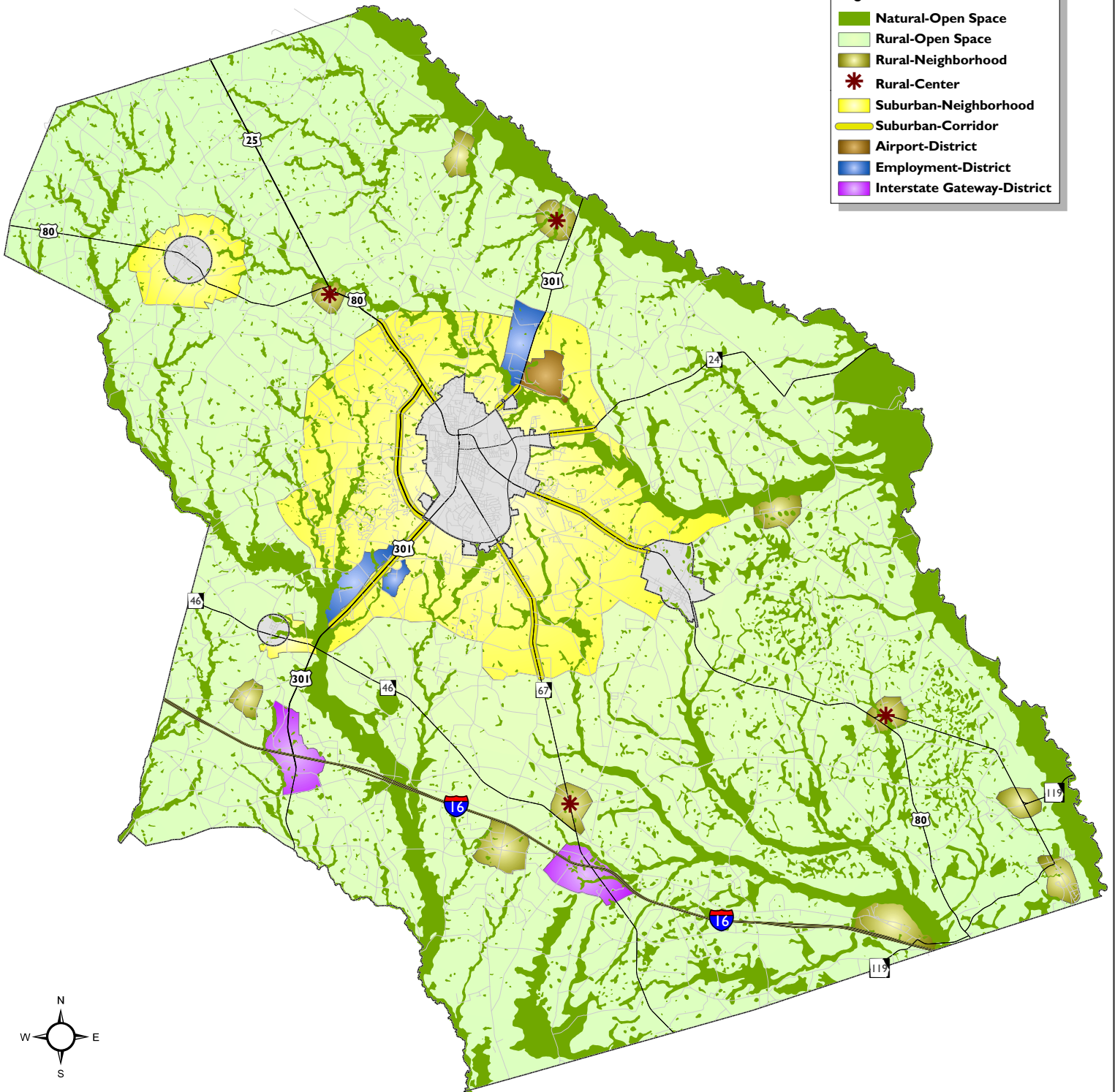
- ☞ **IG-D Strategy 1.** Review and modify industrial zoning category standards to accommodate desired business development to guide desired building and site aesthetics/design (also A-D Strategy 3 and E-D Strategy 1)
- ☞ **IG-D Strategy 2.** Prepare and adopt an Interchange Overlay District to regulate building placement, design, and size, sign placement, size, and materials, landscaping, access management, interparcel access, and other elements that contribute to the look and function of the district
- ☞ **IG-D Strategy 3.** Expand sewer service to include all IG-D areas currently underserved

FUTURE DEVELOPMENT MAPS

The Future Development Maps are used to identify the geographic location of the Character Areas within Bulloch County. The maps are intended to help guide decision making related to the physical location of development and where the most appropriate scale and intensity of development should occur. Specifically, the Future Development Maps are used to guide future rezonings. Proposed zone change requests are reviewed for consistency with the Character Area Policy associated with the Future Development Map. While the Future Development Maps recommend land uses and development patterns for a 20-year planning horizon, it is important that they be reviewed on a regular basis to determine if amendments are needed based on changing market and demographic trends.

Future Development Map: Bulloch County

- Legend**
- Natural-Open Space
 - Rural-Open Space
 - Rural-Neighborhood
 - Rural-Center
 - Suburban-Neighborhood
 - Suburban-Corridor
 - Airport-District
 - Employment-District
 - Interstate Gateway-District



Source: Bulloch County
This map is intended for planning purposes only.

Prepared by:

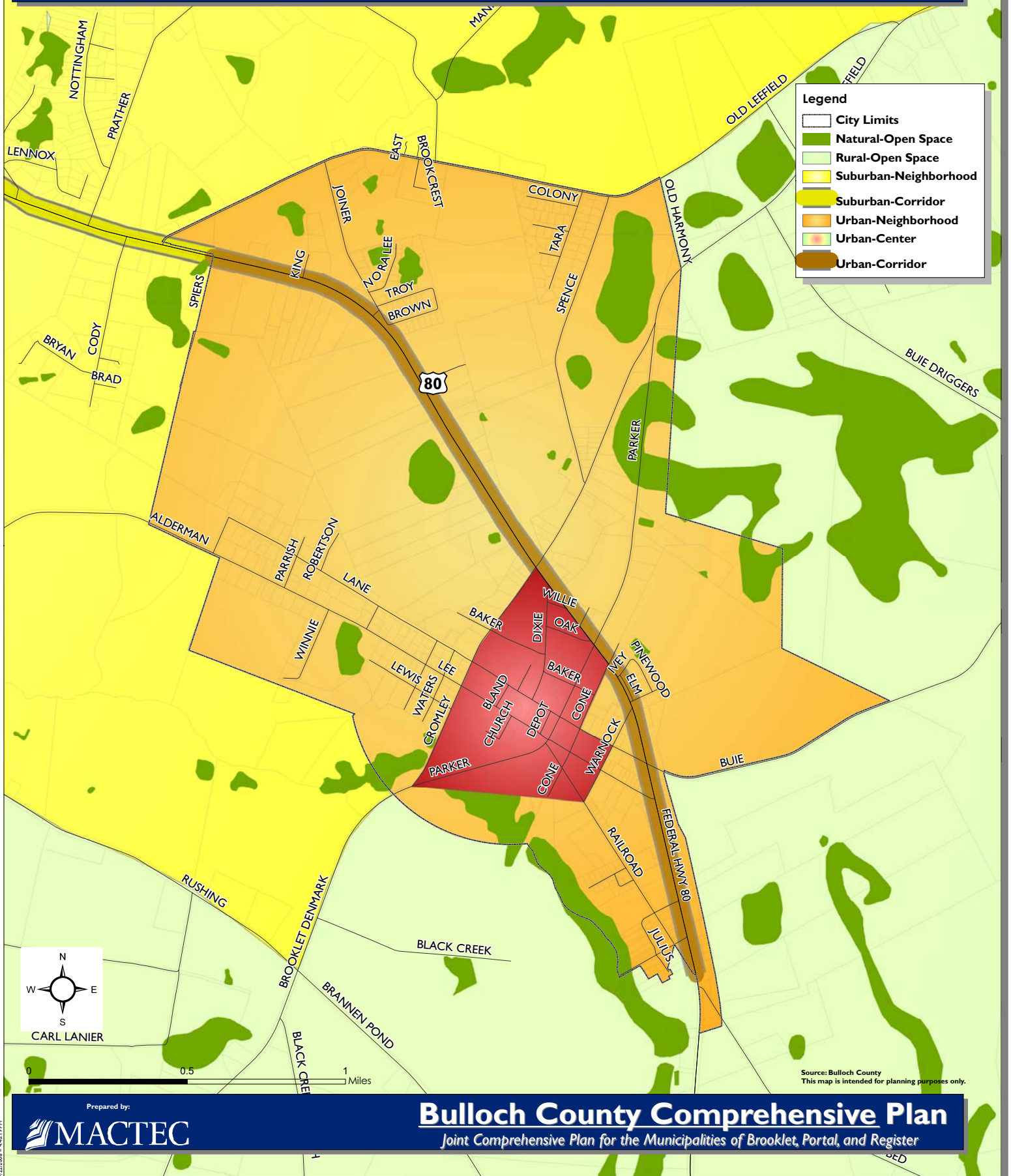


Bulloch County Comprehensive Plan

Joint Comprehensive Plan for the Cities of Brooklet, Portal, and Register

Ms. Deborah G. Wiley, County Health Director, Portals.mxd
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Future Development Map: Town of Brooklet










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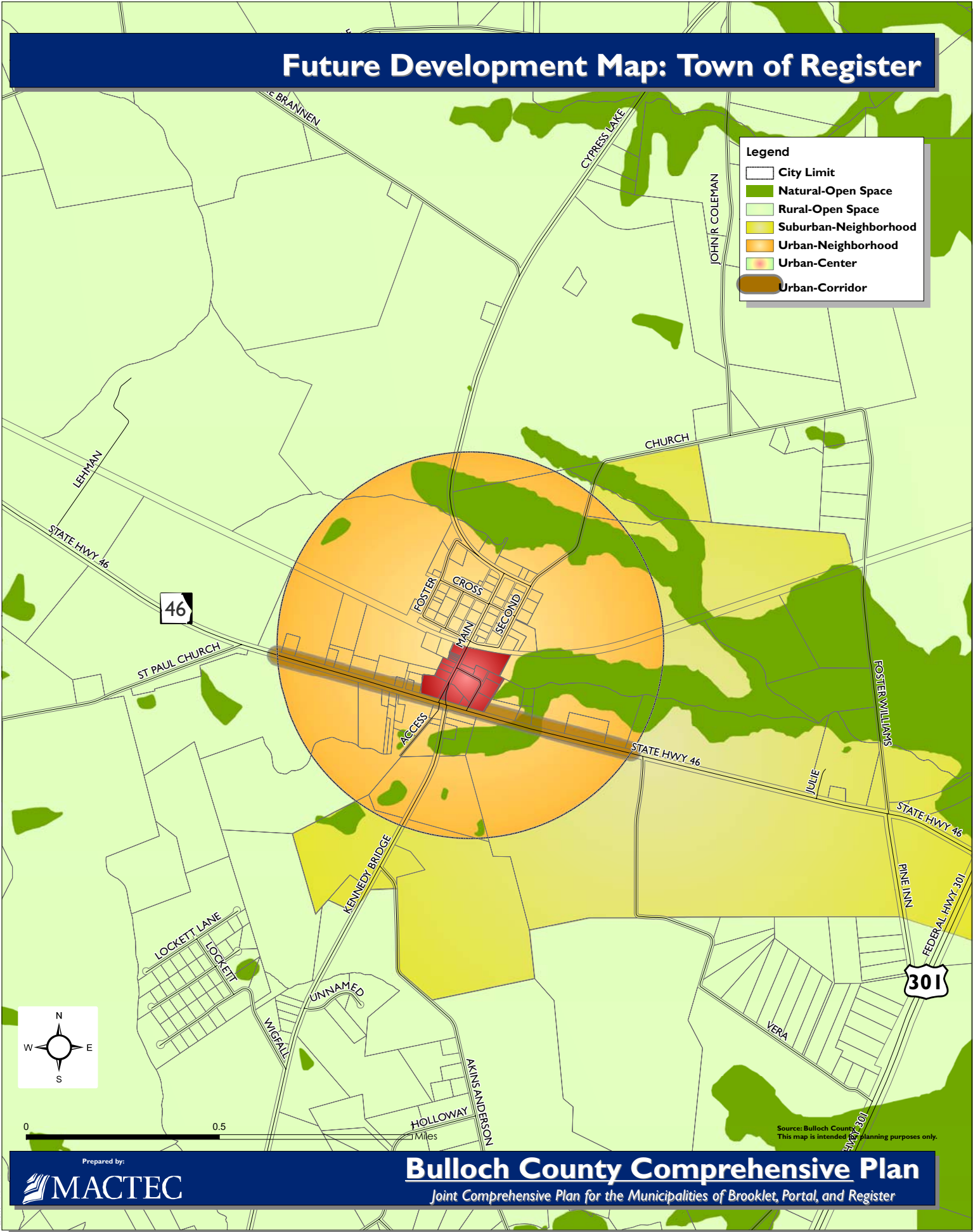
Prepared by:
MACTEC

Bulloch County Comprehensive Plan
Joint Comprehensive Plan for the Municipalities of Brooklet, Portal, and Register

Future Development Map: Town of Register

Legend

-  City Limit
-  Natural-Open Space
-  Rural-Open Space
-  Suburban-Neighborhood
-  Urban-Neighborhood
-  Urban-Center
-  Urban-Corridor



Prepared By:
Checked By:

Map Document: C:\Users\mrb\My Documents\Barragap_Borrasa.mxd
7/2/2008 4:40:58 PM

Source: Bulloch County GIS
This map is intended for planning purposes only.

Prepared by:



Bulloch County Comprehensive Plan
Joint Comprehensive Plan for the Municipalities of Brooklet, Portal, and Register

BULLOCH COUNTY

RESOLUTION 2014-20

RESOLUTION TO ADOPT

WHEREAS, Bulloch County has completed the five year Comprehensive Plan update for the period of 2014-2019, and

WHEREAS, this Comprehensive Plan update was prepared in accordance with the Minimum Planning Standards and Procedures for Local Comprehensive Planning established by the Georgia Planning Act of 1989 and was submitted to the Coastal Regional Commission and has met the requirements of the Department of Community Affairs.

BE IT THEREFORE RESOLVED, that Bulloch County does hereby adopt the five year Comprehensive Plan Update 2014 – 2019.

BY: Garrett Newell
Chairman

ATTEST: [Signature]
Clerk

DATE: 09/03/2014



Exhibit No. 2014-20

TOWN OF BROOKLET

RESOLUTION _____

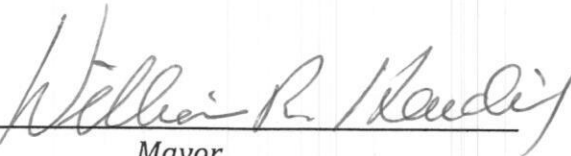
RESOLUTION TO ADOPT

WHEREAS, the Town of Brooklet has completed the five year Comprehensive Plan update for the period of 2014 -2019, and

WHEREAS, this Comprehensive Plan update was prepared in accordance with the Minimum Planning Standards and Procedures for Local Comprehensive Planning establish by the Georgia Planning Act of 1989 and was submitted to the Coastal Regional Commission and has met the requirements of the Department of Community Affairs.

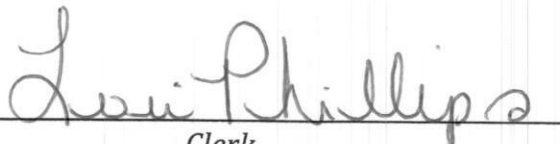
BE IT THEREFORE RESOLVED, that the Town of Brooklet does hereby adopt the five year Comprehensive Plan Update 2014-2019.

BY:



Mayor

ATTEST:



Clerk

DATE:

September 18, 2014

TOWN OF PORTAL

RESOLUTION 9-14

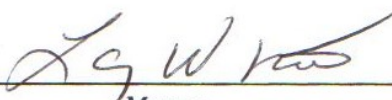
RESOLUTION TO ADOPT

WHEREAS, the Town of Portal has completed the five year Comprehensive Plan update for the period of 2014 -2019, and

WHEREAS, this Comprehensive Plan update was prepared in accordance with the Minimum Planning Standards and Procedures for Local Comprehensive Planning establish by the Georgia Planning Act of 1989 and was submitted to the Coastal Regional Commission and has met the requirements of the Department of Community Affairs.

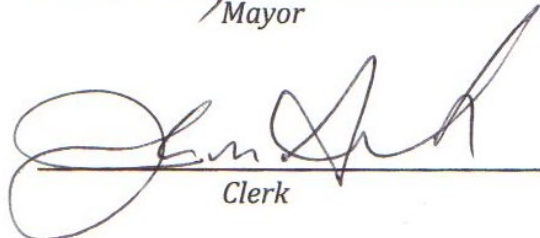
BE IT THEREFORE RESOLVED, that the Town of Portal does hereby adopt the five year Comprehensive Plan Update 2014-2019.

BY:



Mayor

ATTEST:



Clerk

DATE:

9-9-14

TOWN OF REGISTER

RESOLUTION 2014-19

RESOLUTION TO ADOPT

WHEREAS, the Town of Register has completed the five year Comprehensive Plan update for the period of 2014 -2019, and

WHEREAS, this Comprehensive Plan update was prepared in accordance with the Minimum Planning Standards and Procedures for Local Comprehensive Planning establish by the Georgia Planning Act of 1989 and was submitted to the Coastal Regional Commission and has met the requirements of the Department of Community Affairs.

BE IT THEREFORE RESOLVED, that the Town of Register does hereby adopt the five year Comprehensive Plan Update 2014-2019.

BY:



Mayor

ATTEST:



Clerk

DATE:

9/10/2014
